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CITY OF YREKA
LAND USE ELEMENT
OF THE
GENERAL PLAN

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YREKA LAND USE ELEMENT

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YREKA LAND USE ELEMENT

INTRODUCTION

The general land use plan represents a future projection of development trends for the City of Yreka. Land use designations are not necessarily reflections of present zoning districts or present land use patterns.

Future zone changes shall be directed by and be in conformance with the general land use plan. The adoption of a general land use plan does not automatically rezone or change land use designations within the city.

The general land use plan, as adopted, is an expression of future land use areas for the city. Compared to this future projection, some existing land areas are in conflict with the general land use plan.

It is the intent of this plan that no zone changes will be made in areas where the existing land use is different than the general land use plan designations, which would cause these uses to become non-conforming. The phasing out of these uses shall be at the request of or with the cooperation of the property owner.

The general land use plan provides a general distribution and identification of various land uses to meet future growth needs. The appropriate zoning designations applied to the land through the zoning ordinance and zoning map will provide the site specific definitions of land use which will be permitted in each zoning district.

LAND USE ELEMENT GOALS

Many of the goals which will be used in the Land Use Element have been previously established in other specific planning elements, such as the Open Space & Recreation Element. These goals will also be applied to spatial distribution of land in the Land Use Element as it is developed. There are several specific goals, however, which apply solely to land use. The following goals are suggested for the Land Use Element for the City of Yreka.

Goal #1

Yreka shall provide adequate land through its Comprehensive Plan for urban uses and provide urban services for all expected population growth.

This goal has two parts--it first states that Yreka has the responsibility to provide for all types of land use which are necessary to meet the many and diverse needs of the community. Some types of land use may be less palatable than others, i.e., junkyards. It is not sufficient to say that junkyards are not permitted in the city. This simply forces them into county areas adjacent to the city, with little consideration for the community welfare. They serve a very functional use in our modern society and require adequate consideration.

The second part of this goal places the responsibility on Yreka to adequately plan for the future growth needs of the community. The City is responsible for sewer, water, streets, etc. The public facilities are costly to construct and maintain. By coordinating current and projected growth rates the most efficient use of and expansion of these public facilities will occur.

Recommendation: A capital improvements schedule should be developed, using this plan for a guide.

Goal #2

To continue to foster a sense of "community" through the planning process by careful land use distribution to preserve the "neighborhood" feeling.

The sense of community was one of the most obvious points stressed by residents on the Community Attitude Survey. The residents like and want to continue to preserve this community feeling.

To achieve this goal, very careful attention must be paid to the neighborhood and what types of land uses are compatible with the area. One of the present concerns in Yreka is the development of a large number of multi-family complexes on S. Oregon Street. This phenomena has the effect of disrupting the "community" by isolating a type of resident in one area. It has been suggested that multi-family units be dispersed throughout the city in all residential



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areas. This would do much to foster the community attitude and will be incorporated into the Land Use Element.

Goal #3

To promote a "community-centered" growth policy; to preserve the integrity of the community and reduce future service costs from urban sprawl.

This goal speaks to urban form and an expressed desire to contain urban expansion within reasonable limits to prevent urban sprawl. This goal would further Goal #2 above by maintaining a cohesive community.

By maintaining a compact urban form, the cost of extending public facilities, whether financed privately or by public funds, would be reduced. This would provide a more efficient use of existing facilities and reduce maintenance costs simply because there would be fewer miles of streets to maintain, fewer feet of sewer and water lines to maintain, etc.

The compact urban form must be applied reasonably. As stated in Goal #1, Yreka does have a responsibility to provide adequate land for all land uses. Also, to provide for a wide range of choice and competition in the marketplace, adequate land must always be available for all uses. This balance is constantly subject to pressure and should be reviewed on a continuing basis by the City.

Goal #4

City services such as sewer, water and streets shall be planned to further the objectives of the Comprehensive Plan. City services shall not be extended beyond the city limits without an agreement to annex.

Again, a two-part goal is presented here. The first part reinforces Goal #1 above, while at the same time it states that the public facilities of Yreka are to be in harmony with the Comprehensive Plan. This statement involves more than providing needed services. The intent of this goal is to have public services working toward achieving the objectives of the Plan and not working as an independent activity or at cross-purpose to the Yreka Plan.

The second part of this goal is really the most serious urbanization policy

to be considered by Yreka. It states that public facilities are not to be extended beyond the city limits unless there is a contract to annex the property to Yreka. This is the area in which utilities can be at cross purpose to the Plan by extending water and/or sewer services with total disregard for urban form or future adverse impact on the community. Care must also be exercised by Yreka in the administration of this policy to be sure it does not become so rigid as to promote a series of service districts around the city and thereby defeat the purpose of this Plan.

There obviously will be exceptions to this planning goal. Circumstances may occur when a hazard to the public health and welfare may exist in which the only feasible alternative is to provide city services. If this problem is encountered, the following criteria are suggested to evaluate the situation:

- a. Would the extension of services violate the intent and purpose of the Comprehensive Plan?
- b. Would the service foster additional suburban or rural growth? If so, the terms of the extension should be limited to existing uses and solving the existing problem with no future growth or expansion.
- c. Is the area too far removed to be considered for annexation or not in the best interest of the community to annex?
- d. A contract annexation for future consideration should be considered.

Goal#5

To preserve and set aside open space corridors, street rights-of-way, or other needed public areas during the development of land.

The most economical method to preserve needed public areas is to require their dedication at the time the property is developed. This process sets aside areas which have been designated for parks, open space, and streets. This prevents the City from having to acquire these areas after development has taken place. To acquire after-the-fact usually increases the cost sub-

stantially and results in neighborhood opposition, especially with arterial streets.

As in most cases, this goal also requires discretion in its application. To require one property owner to dedicate a large park or open space would be unreasonable. However, the dedication of street right-of-way and construction requirements is reasonable. Also, the dedication of an open space corridor along a stream channel would be considered reasonable and consistent with the open space goals of the Yreka Comprehensive Plan.

Goal #6

To provide adequate land for general commercial activities and coordinate with an economic development program.

It is important to provide adequate well located land for commercial activities in every community. It is also important to coordinate this activity with the needs and goals of a sound economic development program which will establish the guidelines for types of commercial activities within the community.

LAND USE LOCATION REQUIREMENTS

In examining land use and projecting future land use within the community, each major category has specific locational requirements. The information presented here will outline the locational requirements of the three major land use categories--commercial, industrial, and residential.

Other land use categories, such as public uses and parks and open space, will be secondary to the three major classifications given above. In many instances, other types of land use within the community are supportive of the existing primary land uses.

The three primary land uses outlined here (commercial, industrial and residential) have many sub-categories which also have more finite locational requirements than the general classification itself.

1. Commercial Uses

A. Commercial Activities

Commercial activities are usually confined to specific areas which provide a variety of shopping and an opportunity for residents to compare prices, quality and brands; providing for selection and competition. The following requirements are designed to provide adequate support for commercial activities in a community.

- (1) Adjoining heavy traffic flows, central to the tributary area.
- (2) Central business district. Location close to peak flow of traffic and pedestrians, where retail, professional, financial, and related services can be conveniently accommodated.
- (3) Regional business centers. A location close to two major arterial tributaries with a site adequate to accommodate peak parking needs and a complete line of shop and store types.
- (4) Highway service centers. Locations on outlying areas on major highway approaches to the urban area. Where sites are adequate for integrated design of drive-in services, motel accommodations, and proper consideration given to highway safety.

B. Commercial Policies

- (1) To strive to improve and diversify the local economy so that all residents have an opportunity to share in the economic well-being of a healthy, stable community.
- (2) To plan for commercial growth in a manner that preserves and enhances the aesthetic livability of Yreka.
- (3) Commercial growth should radiate northerly and southerly from the central business district, with commercial nodes located at each of the interchanges along I-5 freeway.

- (4) Allow small, convenient, neighborhood commercial uses to locate in expanding residential areas as designated in the Land Use Element.
- (5) To continue to preserve the historic downtown commercial core so that the historical significance of this important community resource is not lost while, at the same time, providing adequate opportunity for commercial development to take place, not only in the central historic area, but other commercial areas within the City of Yreka.

The commercial land use configuration of the City of Yreka is a lineal type, with the commercial activities being confined to an area between South Oregon Street and I-5 freeway and stretched out along the Main Street I-5 corridor. The downtown area is historically significant and has, since the inception of the City of Yreka, provided the core identification for the community.

The downtown area, because of its historic designation and need for preservation, does have limitations with respect to commercial expansion. The downtown area is an important resource for the City of Yreka and should continue to be utilized as an attraction for the community and its commercial activities should be designated or designed to enhance and preserve the charm and historical significance of this area.

With the historical limitations on the downtown area, expansion of needed commercial activities in the City of Yreka will require additional locations. Two major types of commercial activities can be quickly identified on the land use maps. In the identification of commercial needs, the intersection of two major arterial streets provides an ideal location for larger shopping areas. At the intersection of State Highway 263 and U.S. 99, which is the north I-5 freeway interchange, commercial shopping centers and tourist-oriented developments are taking place. As interchanges are ideal locations for commercial and

tourist-commercial activities in the City of Yreka, they provide an ideal location for larger shopping center activities. This is also being experienced at the south interchange of Interstate 5 within the City of Yreka. The development of highway-oriented and regionally oriented facilities will occur in these areas.

Free-standing commercial activities which do not require the close association with other retail outlets are found along the South Main Street-Oregon Street corridor. It can be expected that these types of commercial activities will continue and should be encouraged. A mix of retail, commercial, and professional offices is already established and is an appropriate land use for this area. The land use plan and zoning should reflect this type of use.

It is expected that the commercial activities within the City of Yreka will project northerly and southerly from the central business district along South Main Street and significant commercial nodes will be developed at each of the intersections with I-5 freeway. The General Plan of Yreka designates these areas for commercial development.

C. Convenience-Commercial Activities

The commercial activities in Yreka are presently confined to the corridor paralleling I-5 freeway; as the community expands westerly in the future, the need for small convenience-commercial centers will become apparent. The development of these convenience centers should be established along specific criteria and only located where it is deemed appropriate by the Planning Commission. It is recommended that a commercial zoning designation be developed which would allow convenience-commercial centers in appropriate locations. The criteria for location of convenience-commercial centers should be as follows:

- (1) Locate at the intersection of an arterial street and a collector

street, within the community.

- (2) The convenience-commercial designation shall be located at one quadrant of the intersection.
- (3) The commercial activity be limited to those which are necessary to serve the immediate needs of the residential neighborhoods, i.e., grocery, drug, dry cleaning.
- (4) The area of the commercial designation be limited in size to approximately one (1) acre.
- (5) Convenience-commercial designations be limited to locations which are not less than one-half (1/2) mile from any existing convenience-commercial location.
- (6) Strict design controls should be placed upon each location to insure compatibility with surrounding residential neighborhood.

2. Industrial Uses

Perhaps the least-understood of all land uses are the industrial classifications. In the field of economic development and the enticement of industrial plants to a community, the land use needs of industry are very specific. Little deviation from the requirements of industrial classifications can be made. Unfortunately, most communities select their least desirable property for industrial purposes. This limits the potential and virtually excludes a community from future economic development.

Land requirements for industrial areas are as follows:

- A. Reasonably level land, preferably with not more than 5% slope, capable of being graded without undue expense.
 - (1) Extensive manufacturing; large open sites for modern, one-story buildings and accessory storage, loading and parking areas in the fringe and dispersed locations. Usually five acres as a minimum.

(2) Intensive manufacturing: A variety of sites for modern, one-story or multiple-story buildings and accessory storage, loading and parking areas. In close-in and fringe locations, usually under five acres.

C. Direct access to commercial transportation facilities, such as highways, for major truck routes, railroads and air cargo facilities.

D. Access within a reasonable period of time to residential areas and the labor force needed to support the industry, with direct, major thoroughfare routes to the housing areas.

E. Availability of utilities to support the industry, such as power, water, and waste disposal facilities.

F. Compatibility with surrounding uses with sufficient protection by land use regulation to allow stability and continuous operations of the industrial plant.

3. Residential Uses

A. Residential classifications are given the most consideration by most planning commissions, and the preservation of the integrity of residential neighborhoods seems to be a high priority with most communities. The land use requirements for residential living can vary, and are the least demanding of all land use classifications. Terrain and locations which are unusable or undesirable for industrial or commercial purposes can adequately serve and meet the needs of residential units. The following is an outline of the requirements for residential purposes:

(1) Terrain with a variety, offering fairly level, rolling, and hillside sites, depending upon the topographic characteristics of the urban area.

(2) Have an adequate transportation system and be in close proximity to major streets with direct connections to work and leisure-time areas.

- (3) Supported by public land use such as schools, churches, open space and recreation facilities. Further, supported by adequate shopping facilities in close proximity with easy access from the residential neighborhood.
- (4) A range of choices in residential densities. The residential densities raises the issue of sub-categories of residential living, ranging from single-family residential living with one dwelling unit per lot, to multiple-family dwelling units which can have extensive numbers of dwelling units per lot. There is a need to establish a full range of residential densities and modes of residential living. As the residential densities increase, the close proximity to open spaces and recreation areas, transit systems and commercial areas becomes more important. The distances between these support facilities and the lower-density residential (single-family) living can be greater. Secondary land uses such as public service facilities, recreation, education and cultural facilities, are generally supportive of the three major land use categories. These facilities will be located in terms of the support need of the particular land use involved. For example, open space and recreation areas will be located within neighborhood communities and responsive to the particular needs of those neighborhoods. For instance, high-density, multiple-family use would warrant the establishment of open space and recreation opportunities in very close proximity to these designated areas.

Public service facilities also include such items as garbage and refuse disposal, sewage waste treatment sites, and the delivery and distribution of water services.

Regions serving education, recreation, and cultural facilities again are somewhat supportive of the community and a larger region. In Yreka, Yreka High

School is an example of a regional educational facility by which this school system serves an area larger than the community itself. Specific requirements for land location are needed to serve this need, such as reasonable, level land for facilities involving structures, accessory parking, and active recreation areas, with perhaps not more than 5% slope.

The existing land use patterns in Yreka did not happen "by accident." They were the result of these and other locational elements which came into play from the inception of the city. The continuing application of these principles in a logical, progressive manner, will insure a workable land use pattern which provides for all of the land use needs for the City of Yreka. By recognizing the needs of various land uses, a systematic approach to future needs can be established.

LAND USE CATEGORIES

1. Commercial

The Comprehensive Plan map for the City of Yreka shows one commercial designation. This designation was for convenience purposes, to outline those areas which have been determined appropriate for commercial uses. In the implementation process of the Comprehensive Plan, it is expected that the commercial uses would be designated as follows:

- (1) Tourist Commercial
- (2) General Commercial
- (3) Commercial/Professional Office

Heavy Commercial, such as truck sales, repair and maintenance, will be designated for light industrial areas. It was felt the heavy commercial uses were more appropriately placed in light industrial areas. The application of appropriate zoning districts to the Comprehensive Plan will accommodate the need for Heavy Commercial uses in Light Industrial areas.

The zoning ordinance will require amendment to provide for these particular uses.

A. Tourist Commercial

Tourist Commercial activities are those which are associated with the traveling public. As a result, the Tourist Commercial activities are most appropriately located adjacent to I-5 freeway interchanges. Within the City of Yreka there are three interchange areas which provide opportunities for tourist-oriented commercial activities to take place.

Appropriate land uses associated with Tourist Commercial activities include restaurants, motels, gasoline service stations, gift shops, and other uses which would cater to the traveling public.

These areas, tourist oriented, are limited in scope and require preservation. The use of interchange areas should be carefully monitored by the City of Yreka and appropriate zoning applied to prevent commercial land uses which could be accommodated in other locations. The amount of interchange property is limited and the most appropriate use for these areas is directed towards the traveling public.

B. General Commercial

The General Commercial zoning district is, as its title indicates, a fairly all-encompassing commercial zone. It would provide for a wide variety of commercial activities and provide for numerous opportunities to develop commercial enterprises within the City of Yreka. There are no particular identifying land uses which might be appropriate with the General Commercial activity, except that it would exclude heavy commercial land use.

The General Commercial areas would be located between the Tourist Commer-

cial interchange areas. General Commercial activities would be those which are oriented towards the community and the services to the region. The General Commercial activities should be associated with the Tourist Commercial and be located along major arterial streets in the community. The General Commercial land use application would be widespread to provide for a large number and variety of commercial land uses.

C. Commercial/Professional Office

The Commercial/Professional Office zoning district or land use designation is designed to provide for professional offices in association with major community functions such as: physicians and medical facilities adjacent and around hospital areas; professional offices for attorneys, architects, engineers in association with the major governmental complexes such as Siskiyou County Courthouse. The Commercial/Professional Office category would be distinct from the General Commercial category and provide a more limiting range of commercial activities than would be expected in the General Commercial designation. The zoning category which will be designed to serve the Commercial/Professional Office land use designation will clearly make a distinction between General Commercial and the Commercial/Professional Office.

It is expected that the Commercial/Professional Office zoning district would provide for a limited amount of retail commercial activity such as pharmacies in conjunction with medical facilities. Other appropriate commercial designations can be developed by the City of Yreka and incorporated into the zoning ordinance. In this manner the environment for the professional offices will be protected and enhanced by the location of compatible commercial land uses. More intense or non-associated commercial uses should be excluded from the Commercial/

Professional Office designation.

As the City of Yreka has eliminated a specific designation for multiple-family residential housing within the community, and has retained the provision for multiple-family housing in the residential mixed category, it would be appropriate for the Commercial/Professional Office land use designation to contain a provision to allow a limited amount of multiple-family development within these areas.

To accommodate a multiple-family development in the Commercial/Professional Office category, a Conditional Use Permit should be required by the City of Yreka. Through the Conditional Use Permit process, the City then has an opportunity to determine the compatibility, the architectural style, adequate parking and amenities and to assure that the objective of the Commercial/Professional Office land use designation is protected, while at the same time making additional provision for multiple-family housing in close proximity to the commercial activities within the City of Yreka.

2. Industrial

Perhaps the least understood of all land uses are the industrial classifications. The land use needs of industry are very specific. Little deviation from the requirements of industrial classifications can be made. Unfortunately, most communities select their least-desirable properties for industrial purposes. This limits the potential and may limit a community's future economic development.

A. Land Requirements for Industrial Areas

(1) Reasonably level land, preferably with not more than five percent (5%) slope, capable of being graded without undue expense.

(2) A range of choices from fringe to dispersed locations.

(a) Extensive manufacturing: Large open sites for modern, one-story

buildings with accessory storage. Loading and parking areas in the fringe and dispersed locations, usually five (5) acres at a minimum.

- (b) Intensive manufacturing: A variety of sites for modern, one-story or multi-story buildings and accessory storage, loading and parking areas, in close-in and fringe locations. Usually five (5) acres.
- (3) Direct access to commercial transportation facilities such as highways for major truck routes, railroads, and air cargo facilities.
- (4) Access within a reasonable period of time to residential areas; and the labor force needed to support the industry, with direct, major thoroughfare routes to the housing areas.
- (5) Availability of the utilities to support the industry, such as power, water, and waste disposal facilities.
- (6) Compatibility with surrounding uses with sufficient protection by land use regulations to allow stable and continuous operations of the industrial plant.

B. Industrial Land Use Goals

Goal #1

Encourage economic diversification by making ample, good-quality industrial land available to attract clean, reasonably non-energy-intensive industries.

New industrial growth shall, for the most part, be located in the south-easterly quadrant of the city, adjacent to and around the Siskiyou County Fairgrounds area and Oberlin Road. This site allows good access, adequate space, and adequate protection from residential land uses.

Goal #2

The location of light-industrial uses in a park or in campus-like environments within residential areas may be permitted if the opportunity presents itself.

Recommendation: The city should commit itself, with other on-going

and participating agencies, i.e., Chamber of Commerce and Siskiyou County, to intensify its economic development program.

Most of the industrial development in Yreka has been confined to the areas designated on the Comprehensive Plan for Industrial Uses. The primary industrial development has taken place in the south-eastern quadrant around the Fairgrounds area and across the freeway and south of Greenhorn Road. An additional area of industrial and heavy commercial development has taken place along the Yreka Western Railroad line running northerly from the fairgrounds. Also, a mixed industrial/heavy-commercial usage can be found along the major commercial corridor on South Main Street with limited interference with retail commercial activities. As the community progresses and evolves into a more diversified and intensive retail commercial area, these industrial uses will be forced to re-locate in more appropriate locations.

The areas designated on the Comprehensive Plan for industrial uses are ideally suited in terms of the locational requirements quoted above and the environs of the City of Yreka. The prevailing winds are from the northwest and the areas are somewhat visually isolated from the residential designations on the Comprehensive Plan.

The land which has been designated on the Comprehensive Plan for Industrial Uses is ample in size to accommodate nearly all types of industrial locations which might be appropriate for the City of Yreka. Large and small parcels can be made available for businesses with varieties of transportation needs. Each of the sites has adequate utility service. With an appropriate promotional program, industrial development can take place in the City of Yreka.

Recommendation: It is recommended that the area east of I-5 freeway be designated for industrial uses.

Recommendation: Consideration should be given by the City to designate the heavy-commercial categories (e.g., heavy equipment sales, service and repair)

as an Industrial Use. This prevents the inappropriate mixing of commercial activities within the community and places the heavier commercial activities in more appropriate land use classifications. While the retail sales of heavy equipment and its service and repair may be considered as accessory use, and for all intents and purposes of commercial definition are commercial uses, their intensity of use, visual presentation, and compatibility with retail commercial uses clearly places them in an industrial type of activity.

For the purpose of the Comprehensive Plan, the Industrial land use designation has been broken into two categories: Light Industrial and Heavy Industrial. It was determined that adequate separation of various industrial categories would be necessary to protect the livability and enhance the economic stability of Yreka.

C. Light Industrial

The Light Industrial designation has been placed on the east side of I-5 freeway and along the lineal corridor created by the Yreka Western Railroad, and includes the area of the Siskiyou County Fairgrounds. It was determined by the City of Yreka that Light Industrial land use categories in these locations would best serve the needs of the community. These areas would provide an opportunity to attract industrial development and enhance the economic base and stability of the community. This can be accomplished without infringing upon the livability and visual appearance of the community. The area is adequately served by arterial street access, an interchange from I-5 freeway, and Yreka Western Railroad. As a result, it is an ideal location for industrial development for the City of Yreka.

The Light Industrial zoning category will provide for a wide variety and mix of industrial uses which do not create a nuisance to the community, such as air pollution, noise, visual problems, and waste discharge.

It is intended that those uses which can be identified as Heavy Commercial, i.e., heavy equipment-truck sales, lease, repair, storage, will be located in the Light Industrial zoning districts. It is appropriate to accommodate this particular land use in the Light Industrial category rather than create separate Commercial land use designations for Yreka. Heavy Commercial can be satisfactorily located in Light Industrial areas. The City of Yreka is unique in providing immediate freeway access to the Light Industrial areas and visibility for Heavy Commercial uses. As a result, the designation of Heavy Commercial into Light Industrial areas would not create a hardship on these types of uses as their locational needs can be met within the Community.

D. Heavy Industrial

Heavy Industrial land use classifications are designated for those land uses which are major land consumers, create environmental problems which require resolution, such as noise, residual waste accumulations, potential air pollution, and glare from lights as a result from night operations. In the City of Yreka, the Heavy Industrial land use classifications are located on the extreme easterly boundary of the community, separated from the community by an intervening ridge which protects the community from the environmental complications resulting from Heavy Industrial applications. The Heavy Industrial location is ideally suited to provide ample opportunity for heavy industrial plant location and the result would be virtually no impact environmentally upon the residential areas of the City of Yreka. The area can be served by sewer and water and has direct access to I-5 freeway from State Route #3, and is additionally served by the Yreka Western Railroad Company. The site presently is occupied by a lumber mill, which is an appro-

pirate Heavy Industrial land use.

2. Residential

Residential classifications are given the most consideration by most planning commissions, and the preservation and integrity of residential neighborhoods seems to be a high priority in most communities. The land use requirements for residential land use can vary, and are the least demanding of all land use classifications. Terrain and locations which are unusable or undesirable for industrial or commercial purposes can adequately serve the needs of residential units. The following is an outline of the requirements for residential purposes:

- A. Terrain with a variety, offering fairly level, rolling, and hillside sites, depending upon the topographic characteristics of the urban area.
- B. An adequate transportation system in close proximity to major streets, with direct connections to work and leisure-time areas.
- C. Supported by public land units such as schools, churches, open space, and recreation facilities. Further, supported by adequate shopping facilities in close proximity and with easy access from the residential neighborhood.
- D. A range of choices in residential densities.

The residential densities raises the issue of sub-categories of residential living, which can range from single-family residential living with one dwelling unit per lot, to multiple-family units which can have extensive numbers of dwelling units per lot. There is a need to establish the full range of residential densities and provide for various modes of residential living. As the residential densities increase, their close proximity to open spaces and recreation areas, transit systems and commercial areas becomes more important. The distances between these support facilities

and the lower density residential (single-family) living areas can be greater.

RESIDENTIAL LAND USE
ALTERNATE APPROACH TO MIXED RESIDENTIAL

A. Residential Goals & Policies

The residential goals have been very clearly articulated in the Housing Element. Therefore, there is no need to repeat them here.

The most significant residential trend within the City of Yreka has been the almost exclusive extension of residential development westerly from I-5 freeway. Interstate freeway has been a decisive factor in the growth patterns of the community and very little activity in the residential growth has been experienced easterly of this major corridor.

The interstate freeway represents a significant barrier to development services and community identification in terms of residential living. It can be expected that future residential development will continue to be emphasized in a westerly direction and continue to encroach upon the foothill slopes of the Klamath Mountains.

There is sufficient area within the westerly sector of the City of Yreka to accommodate all the residential growth projected for the coming 20 to 30 years. There is no deficiency of land nor are there any significant limitations such as intensive agricultural use which would prohibit or limit future residential expansion.

Some of the significant factors which will be influenced by a continued westerly movement of residential growth will be the isolation of residential areas from convenience-commercial activities, requiring significant distances to reach needed services. This concept was discussed in the Commercial portion of the Land Use Element and should be applied to these residential areas. One other significant development in the

City of Yreka represents the inclusion of multiple-family housing as a part of the residential living modes to be experienced in the community. Thus far the pattern for multiple-family housing has been one of concentration, primarily along Oregon Street and in areas presently zoned or designated on the Comprehensive Plan to be multiple-family units.

The Housing Subcommittee for the City of Yreka raised the question concerning the desirability of concentrating this type of land use in designated areas. They discussed whether or not it would be more appropriate to allow a residential mix throughout the community and disperse multiple-family dwelling units in and amongst neighborhood areas.

The Committee felt the dispersion and mixing of residential units would have a beneficial effect on the community and create a better sense of community. The creation of large areas of multiple-family dwelling units tends to create future housing problems, segregation of property owners from non-property owners, and the insulation of single-family areas from multiple-family residential areas.

To accommodate a residential mix in the City of Yreka, a zoning category which would permit residential dwelling units of all types must be developed as an integral part of the zoning ordinance.

To preserve existing and established SFR neighborhoods, the traditional SF plan designation should continue and the applicable R-1 zoning be applied.

The residential mix plan designation is designed to apply to newly developing areas. This will provide an opportunity to implement the residential mix concept without disrupting established neighborhoods.

The following information provides an explanation of the single-family and mixed residential concept. This explanation can serve as a guide

to the preparation of an appropriate zoning district for implementation purposes.

All new single family lots are to be designated on a subdivision plat approved by the City. All single-family mixed-residential areas will be designated on the zoning map.

B. Single-Family Residential

1. Residential/Agriculture RA - One acre minimum.

The purpose of the RA zoning is to maintain and protect a more rural atmosphere and to provide for the development of large homesites in an agricultural environment. This zoning category will allow for the keeping of limited numbers of small animals.

2. Single Family Residential R-1 7,000 S.F. minimum.

This zoning would apply to existing established single family neighborhoods.

C. Mixed Residential

1. Purpose

The purpose of this residential zone is to mix residential land uses to prevent maximum segregation of the community by housing types. The objective is to provide a harmonious blending of single family, duplex, and multi-family housing. To achieve this objective it will be necessary to establish standards for architectural compatibility, height limitations, set-backs, protection of the air, light and privacy of all residents.

2. Density

The goal is to maintain an overall density in all residential areas similar to existing conditions: One family unit for each 6,000 S.F. of net subdividable land. (Net subdividable land means all land

which will be used for residential purposes excluding streets and alleys.)

3. Mixed Residential

MR-2 7,000 S.F. minimum.

- a. Single Family - 7,000 S.F. minimum.
- b. Low-income - 6,000 S.F. minumum, conditional use permit required.
- c. Duplex - 8,000 S.F. minimum.
- d. Triplex - 10,000 S.F. minimum.
- e. Fourplex - 12,000 S.F. minimum.

4. Mixed Residential MR-3 14,000 S.F. minimum.

A conditional use permit will be required for all multi-family units containing five (5) or more units.

- a. MR-3/12 - twelve units per acre.
- b. MR-3/16 - sixteen units per acre.
- c. MR-3/20 - twenty units per acre.

D. Residential Mobile Homes - MR-1-MH 7,000 S.F. minimum

The purpose of this zoning category is to allow mobile home subdivisions in certain designated areas of the city. City and state mobile home ordinances and subdivision statutes would apply.

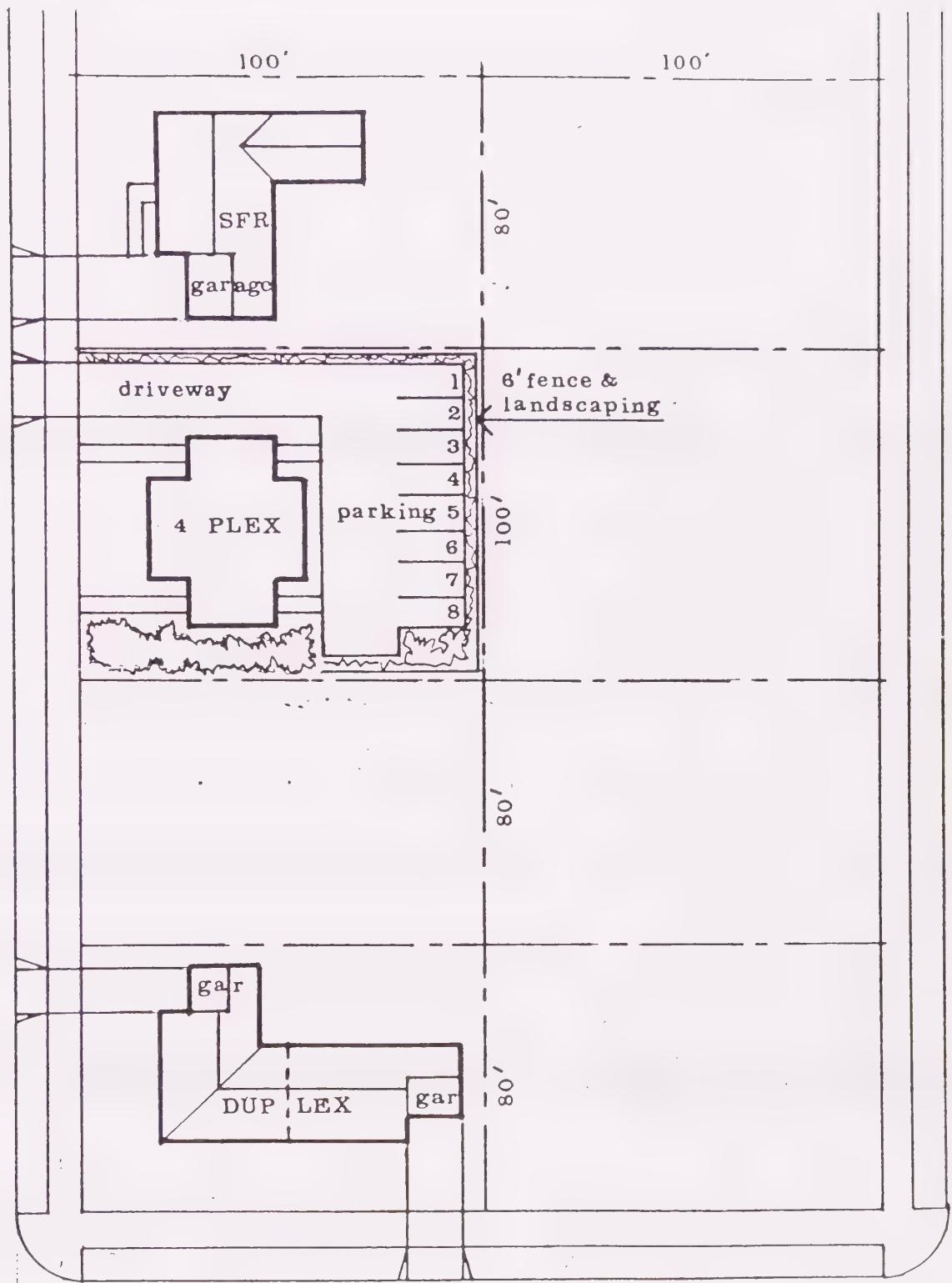
E. Residential/Professional Office - MRPO 7,000 S.F. minimum.

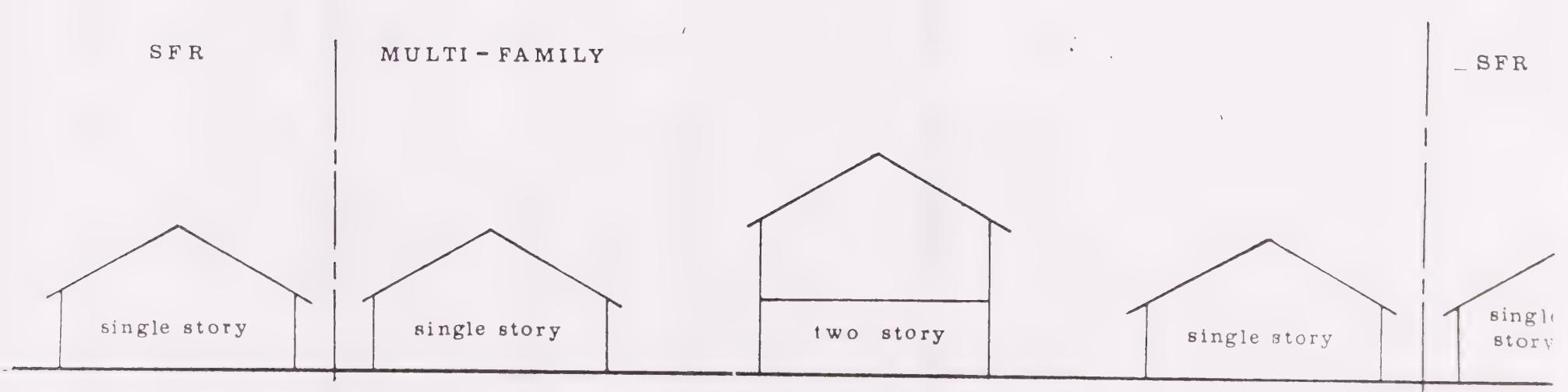
The purpose of this zoning category is to encourage the development of professional offices in the older areas of the city.

Both single family and professional offices will have a 7,000 S.F. minimum lot size. A conditional use permit will be required for professional offices in these areas.

4. Open Space Requirements

The Open Space & Recreation Element of the Comprehensive Plan for the City





of Yreka clearly articulates and defines the open space requirements. Most of the open space needs have been met by Yreka and little need is indicated for future development of parks and recreation areas. Two exceptions to this requirement involve neighborhood parks and Yreka Creek.

Yreka Creek was identified in the Open Space Element as an important resource for the City of Yreka to acquire and develop. This open space corridor could provide a visual, environmental, and noise barrier to the I-5 freeway. The development of Yreka Creek as a natural open space corridor would do much to enhance the livability of the area and soften the visual impact of the commercial activities from the freeway. It is recommended that Yreka Creek be acquired through Federal grant programs, and dedication and donation by property owners along its course, and that it be allowed to develop in a relatively natural state, only to be penetrated by bicycle and pedestrian paths.

The Open Space & Recreation designation on the Comprehensive Plan map follows the recommendations made in the Open Space & Recreation Element as part of the Comprehensive Plan. The major difference between the Open Space & Recreation Element is the inclusion of an area of open space land between the Heavy Industrial designation and the residential designation on the east side of Yreka. This Open Space designation is designed to protect the Heavy Industrial area from encroachment by residential uses. It was felt necessary to establish a buffer and transition from the residential areas westerly of the Heavy Industrial use and to protect the industrial use from unnecessary encroachment by residential developments.

5. Schools

In our evaluation of the educational needs for the City of Yreka, it was determined that adequate school facilities presently exist in the Yreka area

to meet the need for the next 20-year period. (No additional school site acquisition is anticipated and no further site locations are indicated on the Comprehensive Plan for this community. (This topic needs more discussion.)

6. Government Facilities

The provision for governmental facilities within the City of Yreka primarily concentrates on the needs of the City and Siskiyou County. The City of Yreka presently has sufficient land available for containment of its governmental functions projected over the next 20-year period. The recent expansion of the fire station provides adequate space for fire suppression equipment and activities of the Volunteer Fire Department.

Land use for government and school owned or controlled property will be designated as to the best and most appropriate use according to its compatibility with adjoining land uses.

SUMMARY OF RECOMMENDATIONS

1. A capitol improvements schedule should be developed, using this plan for a guide.
2. The City should commit itself, with other on-going and participating agencies, i.e., Chamber of Commerce and Siskiyou County, to intensify its economic development program.
3. It is recommended that the area east of I-5 freeway be designated for industrial uses.
4. Consideration should be given to designate the Heavy-Commercial categories (e.g., heavy equipment sales, service and repair), as an industrial use.
5. It is recommended that the City of Yreka establish a residential zoning district which would permit the mix of land use and allow the integration of multiple-family dwelling units in residential neighborhoods.

"The concept of the public welfare is broad and inclusive. The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled If those who govern decide that the city should be beautiful as well as sanitary, there is no constitutional prohibition that stands in the way."

Justice William O. Douglas
United States Supreme Court
Berman v. Parker



1. Areas above the hydraulic service areas of existing water tanks be General Planned "R-A".

(This will allow low density development without causing immediate increases in public services.)

2. Areas developed and/or committed to single family dwelling be General Planned "R-1".

(This establishes density in existing and approved single family areas.)

3. Areas developed or approved for duplex, triplex or quadraplex development be General Planned "R-2".

(This establishes maximum density on existing or approved two to four family dwelling units.)

4. Areas developed as multiple family residential be General Planned "R-3".

(This establishes maximum density and location of multiple family dwelling units of five and more.)

1. All blocks developed over 50% shall be specifically General Planned "R-A", "R-1", "R-2", or "R-3".
2. All blocks developed over 25% but less than 50% shall be General Planned as follows:
 - A. Existing/approved uses shall be General Planned according to dominant use/uses.
 - B. Vacant areas shall be General Planned Mixed Residential - I.
3. All blocks developed less than 25% shall be General Planned Mixed - Residential -II.

MIXED RESIDENTIAL**Mixed Residential - I**

1. Allows single family dwelling, duplex, triplex and quadraplex units in accordance with established density standards.
2. Requires a buffer of single family dwellings across from any developed or zoned single family dwelling areas.

Mixed Residential - II

1. Allows any combination of single, multiple or trailer units in accordance with the established density standards upon the approval of a Planned Development Zoning Classification for the property.
2. Requires a buffer of single family dwellings across from any developed or zoned single family dwelling area.

July 18, 1979

Summary of Comments
Re: Land Use Plan Map

Montague Road Area (Juniper Drive)

Marie Helweg - letter
Roger & Lorraine Burch - letter & hearing
Les & Gloria Bagley - letter
Ernie & Devanee Rizzardo - letter & hearing
Joyce Brackney - hearing
Gary Hawke - hearing
Juan Ramirez - hearing

The above referenced persons have expressed concern with the proposed land use plan zoning for the area east of Juniper Drive located south of Montague Road and north of Foothill Drive to Phillipine Lane. Referenced persons indicate a unanimous desire to see this area designated for single family residential use and oppose the light industrial zoning.

Area north of sewage treatment plant

William R. Maginnis - letter
Harvey Hayes - hearing
Terry Brown - hearing

Referenced persons are of the opinion that the area north of the sewage treatment plant and to the east of Yreka Creek should be zoned commercial or light industrial.

Northwest of north I-5 interchange

L. H. Domeyer - letter

Requested an extension of commercial zone two parcels north of present commercial designation.

Lange Annexation

Larry Graves - plat map

Requested the zoning for Parcel I (highway frontage) be designated as commercial and the balance, per proposed plan, mixed residential.

Knapp Street north to Blake Street on North Oregon

Edna Barr - hearing

Opposes commercial land designation for this area. Definitely

July 18, 1979

Land Use Plan Map Comments Contd.

Page 2

believes this is a residential zone.

North of East Lennox

A. J. McMurry - letter

Commercial land designation one lot in depth on East Lennox Street and everything north over to Montague Road and east of I-5 commercial.

307 Foothill Drive

Dale Evans - letter

Requests this parcel be designated as commercial from proposed and existing R-1 zone.

Southwest corner of West Miner and Fairchild Streets

John Moody - letter

Opposes the proposed single family residential zoning of this property and requests it be designated multiple family residential.

West side of South Oregon between Lane & Center Streets

Ben Cayce - letter

Requests commercial boundary line between Lane and Center Streets on South Oregon Street be only one lot in depth.

1110 Lane Street

Russell A. Paulson - letter

Requests this parcel be designated mixed residential.

West of Payne Lane

E. R. Cummins - letter

Requests property to west of Stidham Trucking be designated as industrial.

Campbell Tract Annexation

Jerry Churchill - letter

Proposes land between Oberlin and Frontage Roads be designated commercial with exception of 150' on the south end which he proposes for single family residential.

July 18, 1979
Land Use Plan Map Comments Contd.

Page 3

East of Yreka Western Railroad

Ken Johnson - hearing

Requests industrial designation for north end of property, 75' from substation and 150' from western station.

West of I-5 south interchange

Barbara Adams - hearing

Jan Martin - letter & hearing

Nedra Graves - letter & hearing

Additional names attached

Referenced persons have requested the property south of Outsen Road and west of Fort Jones Road containing approximately nine acres be designated as commercial and the property on the east side of Fort Jones Road from the 1900 block to the 2200 block one lot in depth also be designated commercial.

Bill & Peggy Duncan - letter & hearing

Lee Anderson - hearing

commercial

Referenced persons object to the zoning as proposed for the Fort Jones Road area. Said persons are of the opinion that existing residential use is the highest and best use for the property.

Caldwell Annexation

Albert H. Newton, Jr. - hearing

Luke Lange - hearing

Michael P. Newton - letter & plat map

Plat map shows the zoning designations proposed for the Caldwell Annexation.

Lee Anderson - hearing

Opposes light industrial zoning designation for the property bordering the west side of the freeway.

Summary Of Comments
Re: Land Use Element

Harry Bryan - letter

Expressed concern with the maximum family densities as set forth in the draft dated March 31, 1978. Is of the opinion that between the present zoning and proposed land use there is a reduction of 25%; expansion of present land and utility services; increases lot frontages; expanded parking for apartment units; increases water use and; expanded street lighting.

July 18, 1979
Land Use Element Comments Contd.

Page 4

Edward R. Jereb - letter

Addressed the erosion, drainage, and maintenance problems he believes will occur with extending and developing the city into the foothills of Yreka.

Opposes the development of Yreka Creek as a natural open space corridor as he feels it is uneconomical, unsound and impractical.

W. C. Ealy - letter

Expressed his concern with the proposed 8,000 square foot lot size as set forth in the draft dated March 31, 1978. Believes retaining the present 6,000 square foot lot size will benefit all homeowners by saving land. The proposed increase in lot size will be an increased expense to the homeowner as well as to the city.

Larry Bacon, City Attorney - letter

Addressed the Land Use Element and zoning ordinance being consistent one with the other.

Yreka Planning Commission - letter

Recommends the proposed amendment to the draft Land Use Element dated May 1, 1979 be adopted.

Robert Sellman - hearing

There are two items which are not specific to me which I feel should be clear. I will not be speaking in terms of a specific piece of property, but in general. I, as a property owner, as well as all property owners in the City of Yreka, are effected by what the Council proposes for residential zoning. With your mixed residential, if a property owner has a vacant lot next to him, he has no guarantee of what will be placed next to him. Your mixed residential zoning allows everything from an apartment complex to mobile homes to single family residential. There is no indication of what goes where and how many of them. In my opinion, this is a major omission in this plan.

I have vacant lots on both sides of me and I want to know what to expect will be placed next to me. This bothers me because I would not like an apartment complex on both sides of my home. I do not have a general plan that protects me and my property and the home is usually the largest investment a person could make. Your mixed residential zoning is a good plan but I am suggesting you specify greater the definition of the plan.

Your general plan also is a long term planning process. You have to look at the density and distribution factors of the city also.

July 18, 1979
Land Use Element Comments Contd.

Page 5

Considering the growth. A letter addressed to the county concerning the O'Hair annexation. This letter reads under sewer heading: Sewer capacity capable to 10,000 population. Adequate facilities for disposing of sludge will be necessary. From the long term stand point, 10,000 sounds like alot of people. It is happening right now and alot quicker than you realize. You have Proposition 13 which passed; it is the no growth act within the State of California which has alot of impacts to the City. I went back into the records, based on 1977 census population and looking at four annexations; Lange Annexation, prezoned R-4 20,000 sq. ft. minimums, your talking 697 people; Caldwell Annexation, 20,000 sq. ft. minimums, your talking 1,509 people; O'Hair Annexation, 1,575 people; West Hills Annexation, 1,052 people. You have individually approved 225 units in four subdivisions which is an additional 563 people. This is a total of 11,000 people in two years through annexations and developments. Part of what I am talking about is the amount of density you are allowing with this mixed residential zoning. You have to know where you will put these people. Your talking about moving further and further out of the city. The report talks about moving further up into the hills. You have some capital costs which you will be facing in the near future. You can't provide water service above 2800 feet without putting in a pumping station because of the gravity. You have some physical problems also when you go above 2800 feet. You have a snow belt which involves frost and snow; when it snows it will stay because the sun does not hit that area. My point is once you get above this area you are talking about costs that can only be borne by the city. Maintenance of the area which involves freezing pipes, accidents with the roads being so steep which you will be faced with suits. You will not be able to afford putting new people in there. All of this comes back to the mixed residential. You are putting in designations that will allow this. If the city cannot support this, maybe you should consider not general planning it that way. You have to look at the long term implications of these things because that is where your general plan comes in.

CITY OF YREKA
CIRCULATION ELEMENT
OF THE
GENERAL PLAN

ADOPTED
MAY 3, 1979

YREKA CIRCULATION ELEMENT

The circulation element consists of gathering data, analysis and recommendations for maintaining expansion and implementation of street, transportation and utilities systems for the City of Yreka. Planning goals for each of the above systems will be discussed as each system is considered.

Goal #1

To establish a comprehensive, coordinated system of circulation for the efficient, safe movement of people and goods within the City.

In order to analyze the data and make recommendations, each of the three major systems will be looked at separately.

Streets

The street system as it now exists in Yreka seems to be adequate to accommodate current traffic loads. The intent of this planning element will be to concentrate on identified problem areas and future expansion of the existing street network.

Definitions

Freeway: Freeways are designed to carry high-speed, unimpeded auto and truck traffic through the metropolitan area, between cities, and to and from major traffic generators such as regional shipping or employment centers and regional recreation areas.

Freeways are essentially three dimensional in design; cross traffic is carried either under or over on separating structures. Access is provided by special interchange facilities, a system of ramps that allows traffic to merge or depart from the main stream with a minimum of interference. The design of the freeway is oriented to maintain a steady flow of traffic at a design speed, curves are gentle and grades minimal. Freeways are usually fenced to restrict

both auto and pedestrian access from adjacent property.

Parallel frontage roads are provided in some instances where adjacent property would otherwise be without access.

Major Arterial Streets: Major arterials are intended to move large volumes of intercity traffic and to collect and distribute traffic from freeways to lower capacity traffic carriers or directly to traffic generators. The major arterial also carries traffic to major land use elements such as central business districts, large outlying shopping centers, employment centers and other areas that generate large volumes of traffic.

The major arterial is designed to accommodate four moving lanes of traffic, and provide two additional parking lanes. Major intersections are controlled by automatic traffic signals. In instances where a median island is provided both capacity and efficiency of the highway are increased, and when these islands are landscaped the visual quality of the street is greatly enhanced.

Standards

Right of way width	120 feet
Moving lanes	4
Parking lanes	2
Median strip	22 feet
Pavement width	64 feet
Daily traffic volume	10,000 - 20,000

Minor Arterial Streets: Minor arterial streets function to move local traffic from freeways and major arterial highways to lower capacity streets or directly to traffic generators.

Standards

Right of way width	66 - 80 feet
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Standards

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GENERAL

Yreka has continued to develop along the old State Highway 99, State Route 3, and Yreka Creek. With the recent location of I-5 freeway through Yreka, some new traffic patterns have developed which have stimulated renewed commercial development toward the passing motorist, i.e., motels, service stations and restaurants. The aesthetic considerations relating to I-5 and State Highway 3 are discussed in the Scenic Highways Element of the General Plan.

Yreka is fortunate that the freeway is located where it is and that three major interchanges are provided relatively close to Main Street, the major north-south arterial which connects State Route 3 and Greenhorn Road, to the south to Oberlin Road, Foothill Drive and State Route 3 to the east, and Highway 96 (old 99) to the north.

To accommodate Yreka's growth toward the west a street system must be provided which will enable residents to travel to the Central Business District and other parts of town efficiently. Care must be taken that neighborhoods are not disrupted and residential areas have sufficient access to major streets without also encouraging unnecessary amounts of through traffic.

Especially important to a discussion of proposed street patterns is the potential effect of improved or extended access on land use patterns. Insufficient provisions of transportation for an expanding area promises to create costly problems in the future as the need for increased capacity becomes clear. Over-extension of streets tends to encourage premature and leapfrogging land uses that are costly to serve and maintain, difficult to fully utilize, and aesthetically undesirable.

The circulation map illustrates the existing street pattern in Yreka and, while there are adequate major arterials, there is a need to establish a better

pattern of residential collector streets. While there are adequate collector streets running east and west tying the residential areas to the north-south arterials and freeway, there is a need for north-south collectors to tie the residential areas together. Such a network planned at this time, shown on the circulation map as future extensions of existing streets, will result in orderly development of residential areas and the utilities that serve these areas.

In general, these proposals are not drastic extensions of service but rather a carefully controlled and planned expansion to cope with present and anticipated growth, and are in conformance with ideas presented in the Land Use Element relating to the desirability of directing future growth.

The studying of existing problem intersections and traffic flow in the downtown business district resulted in the following recommendation:

Recommendation: A professional traffic engineer should be commissioned to study traffic within the city.

Among problem streets suggested for possible one way consideration are Miner, Broadway, Center, and Fourth Streets. Intersections with heavy traffic loads and circulation problems include Oberlin Road and South Main, Highway 3 and South Main interchange, Yama and Oregon, Center and Oregon, Oregon and Miner.

It is also suggested that Yama Street be designated a collector street. It is further suggested that Broadway be studied for possible closure to Yama on both the south and north sides.

Construction of streets on hillside areas must be done carefully to avoid excessive cutting of the slopes. Such cutting leads to high maintenance costs and damaging visual scars. Road building practices that are aesthetically more desirable are usually more costly. However, the result of ignoring the natural landscape and physical features in the design process is both unpleasant and

longlasting.

Transportation

Transportation systems are a very important part of every community both for the convenience of the traveling public and for the import and export of products into and out of the community.

Transportation systems in the Yreka urban area include:

1. Air: The nearest airport to Yreka is in Montague, which has a private charter service. The closest major airport is the Medford-Jackson County Airport, Medford, Oregon, which is served by United Air Lines, Hughes Air-West, Air Oregon, and several charter services.

2. Bus: Continental Trailways and Greyhound bus lines both serve Yreka. Trailways terminal at 336 North Main provides four northbound and four southbound buses each day. Greyhound, located at 311 South Main, services Yreka with five southbound and four northbound buses daily.

The City of Yreka has a mini senior citizens bus that operates Monday through Friday between the hours of 9:00 a.m. and 5:00 p.m. The bus is available to senior citizens 60 years and older living in Yreka and vicinity (Pines, Cove Mobile Villa, Campbell Tract) and the City of Montague.

In view of the fact that direct passenger service is available to the people of Yreka and in keeping with the circulation goals, both bus lines should be encouraged to continue to upgrade their service to the community.

3. Rail: Yreka Western Railroad Company, 300 East Miner Street, ties in with Southern Pacific in Montague. Shipping only; no passenger service. Nearest rail passenger service is Amtrak in Dunsmuir.

4. Taxi: Yreka has taxi and delivery service available through the Yreka Taxi Service.

5. Truck: Several trucklines serve Yreka. The two major ones are:

Peters Truck Lines and Stidham Trucking, Inc.

6. Bicycle and Pedestrian: Bicycle riding and walking are important parts of the Circulation Element of Yreka's General Plan. Although not as much a major concern as the major arterials, bicycle and pedestrian paths should be considered an integral part of the city's considered circulation network.

The Environmental Resources Management Element, through the Recreation, Scenic Highways, and Open Space Elements, expresses the goal to maintain an open space corridor along Yreka Creek and Greenhorn Creek from Greenhorn Reservoir to Yreka Creek. These corridors could serve as pedestrian and perhaps bicycle trail areas. Also, the major open spaces at the schools, city parks, city and county offices, and public library could fairly easily be tied together with a bicycle-pedestrian way as suggested on the circulation map.

The city has already responded to the need for a bicycle trail to Greenhorn Reservoir by grading the area adjacent to Greenhorn Road. A bicycle-pedestrian way from the high school southward to tie public parks and schools together could extend further south to tie into the Greenhorn Road Trail.

Recommendation

It is recommended that a master plan be developed for a bicycle-pedestrian trail system for Yreka.

Utilities:

One of the keys to a healthy community is adequate public utilities systems. The citizens of Yreka are fortunate that their public officials and private enterprise have planned and installed systems to serve the present need as well as provide for future expansion.

Goal

To continue to plan and develop a timely, orderly and efficient arrangement of public and private utilities and services in a manner that best supports existing and proposed land uses.

Utility systems in Yreka consist of:

Public:

Sewer: The existing sanitary sewer system in Yreka has a first stage design capacity of 3 MGD, which could serve 10,000 population. The second stage design capacity of 5 MGD to serve a population of 20,000 will be implemented when needed. The next planned work at the treatment plan is to add a digester which will improve the quality of the effluent. The system is quite adequate to serve the present and near future needs.

Water: Yreka's major system has a design capacity of 10,000,000 gallons per day with a current peak load of 3,000,000 gallons per day. Yreka's water system is also adequate to serve the immediate and future needs of the city.

Electricity: Pacific Power & Light Company provides electric power to the city and all of Siskiyou County. PP&L sees no immediate future limitations on the power supply. PP&L also has a policy of underground installation at all new commercial developments. The city owns its own street light system and purchases power from PP&L. Current state energy conservation standards are being followed, which will encourage an efficient use of energy for the future.

Telephone: Telephone service in Yreka is provided by Pacific Telephone Co.

Gas: Bottled gas is provided by Cal-Gas. Van-Gas provides propane to commercial and residential customers through an underground system in major streets in the city. Their supply is brought in by rail.

Cable T.V.: Nor-Cal Cableview, Inc. provides cable to subscribers within the city limits of Yreka.

Solid Waste: The City of Yreka owns and operates a landfill site south-east of the city off Oberlin Road. The county participates in the maintenance. The county has a drop box service and the city has a franchise with Yreka Transfer Service for collection within the city. The landfill began use in 1971-72 and is adequate for another 15 years at the present usage rate.

RESOLUTION NO. 203

A RESOLUTION DESIGNATING CERTAIN STREETS WITHIN
THE CITY OF YREKA AS BICYCLE ROUTES.

WHEREAS, touring bicyclists cannot use the interstate highway system where other reasonable alternate routes exist; and

WHEREAS, such alternate routes exist parallel to Interstate 5 freeway in the City of Yreka, and

WHEREAS, the Division of Highways of the State of California has requested that the streets hereinafter named be officially designated as bicycle routes and signs placed thereon indicating the same.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yreka as follows:

The following described streets are hereby designated by the City of Yreka as bicycle routes: Commencing at the intersection of Fairlane Road and the southerly City boundary, and thence northerly on Fairlane Road to the southerly interchange on Interstate 5 in the City of Yreka; thence westerly on the interchange road to South Main Street; thence northerly on Main Street to the north boundary of the city limits of the City of Yreka.

The City Manager is hereby authorized to procure signs and place the same on said route so as to indicate said bicycle route.

PASSED AND ADOPTED this 19 day of July, 1973

On the following vote:

AYES: Lamson, Reid, Taylor

NOES: None

ABSENT: Lewis

James L. Dillon
Mayor of the City of Yreka

James L. Dillon
City Clerk

YREKA HOUSING ELEMENT

INTRODUCTION

Purpose of Housing Element

The Housing Element includes an analysis of housing needs, statement of goals and policies, a schedule of programs and actions, and an estimate of the number of housing units the City expects to be developed, improved and maintained during the 1980-1992 period of the Housing Element. The purpose of the Housing Element is to provide a documentation of housing needs and a schedule of actions the City will take to meet a specified number of the City's housing needs.

Intent

The City of Yreka Housing Element describes housing needs and sets forth goals and implementation measures intended to address these housing needs in a manner acceptable to the citizens of Yreka. The Housing Element provides a framework for achieving those goals in a timely and orderly fashion. This document is an expression of local commitment to act in a progressive fashion to utilize the public and private resources of the community in response to the challenge of providing decent and affordable housing in a pleasant environment for all City residents.

AGE	MALE	%	FEMALE	%	TOTAL	%
0 - 4	193	3.5	189	3.5	382	7.0
5 - 14	535	9.9	520	9.6	1,055	19.5
15 - 19	245	4.5	267	4.9	512	9.4
20 - 34	448	8.3	481	8.9	929	17.2
34 - 54	660	12.2	691	12.8	1,351	25.0
55 - 64	277	5.1	265	4.9	542	10.0
+ 65	246	4.5	377	6.9	623	11.5
TOTAL	2,391		2,368		4,759	

Ethnic Groups

	MALE	%	FEMALE	%	TOTAL	%
White	2,517	46.70	2,715	50.03	5,232	97.00
Black	12	.02	12	.02	24	.44
Indian	63	1.20	50	.95	113	2.09
Japanese	2	.05	7	.15	9	.17
Chinese						
Filipino						
Other	10	.15	6	.10	16	.30
TOTAL	2,604		2,790		5,394	

1977 YREKA SPECIAL CENSUS

AGE	MALE	%	FEMALE	%	TOTAL	%
0 - 4	159	3.0	151	2.8	310	5.8
5 - 14	363	6.8	435	8.1	798	14.9
15 - 19	230	4.3	225	4.2	455	8.5
20 - 34	553	10.3	599	11.2	1,152	21.5
35 - 54	591	11.0	624	11.7	1,215	22.7
55 - 64	286	5.3	315	5.9	601	11.2

+ 65	334	6.2	487	9.1	821	15.3
TOTAL	2,516		2,836		5,352	

Ethnic Groups

	MALE	%	FEMALE	%	TOTAL	%
White	2,289	42.80	2,517	47.00	4,806	89.80
Black	5	.01	2	.003	7	.13
Mexican Heritage	15	.03	16	.028	31	.58
Spanish, Puerto Rican, Cuban American	15	.03	12	.02	27	.05
Chinese	9	.17	8	.15	17	.32
Japanese	1	.02	2	.04	3	.06
Filipino	1	.02	0	.00	1	.02
American Indian	69	1.28	83	1.56	152	2.84
Other	28	.523	37	.687	65	1.21
NR	35	.654	75	1.586	120	2.24
Nec	49	.91	83	1.56	132	2.47
TOTAL	2,516		22,836		5,352	

1980 CENSUS

AGE	MALE	%	FEMALE	%	TOTAL	%
0 - 4	262	4.3	172	2.8	434	7.1
5 - 14	445	7.3	377	6.2	822	13.5
15 - 59	1,822	29.9	1,774	29.1	3,596	59.0
60 - 64	97	1.6	187	3.1	284	4.7
+ 65	399	6.5	559	9.2	958	15.7
TOTAL	3,025		3,069		6,094	

Ethnic Groups

MALE White	% 2,747	FEMALE 2,929	% 5,676	INMATE %
Black				
Indian	136	46		182
Asian	24	34		58
Spanish	118	60		178
TOTAL	3,025	3,069		6,094

Housing

In 1980 there were 2536 housing units in Yreka as estimated by the U.S Census. This was an increase of 562 units from the 1970 census and an increase of 352 units from the 1977 special census. An average increase of approximately 56 units per units. As can be seen from the figures the greatest increase came after 1977 and continues into 1984.

TABLE #1

	1970	1980
Total Population	5,394	5,916
Population group quarters	120	162
Population in households	5,274	5,754
Total Housing Units	1,974	2,536
Occupied	1,909	2,415
Vacant	65	121
Persons per Household	2.763	2.383

The condition of housing is reflected in a housing survey completed in August 1983, estimating the number of units in a deteriorated condition at sixty, and dilapidated at nine. The 1980 census estimates that approximately 913 units are thirty years or older. However, of these units, eighty-four are

still unoccupied.

TABLE #2

Housing Characteristics (1980 Census)

	TOTAL Rental	TOTAL OCCUPIED	RENTER OCCUPIED	VACANT
1 DETACHED	1,579	1,522	246	57
2 DETACHED	50	50	38	
2	94	81	52	13
3 OR MORE	163	144	133	19
5 OR MORE	446	395	374	51
Mobile Homes	186	186	43	

The City of Yreka's housing stock is mostly owner occupied at a 70% level.

Vacancy rates within the City have been extremely low for the ten year period between the censuses. Only in the last five years, with the addition of large numbers of single family and multi-family units, has the vacancy level increased (3.2 percent in 1970 to 9.94 percent in January 1984). For many years adequate vacancy levels were not available for a normal turnover rate until the recent construction boom and then economic slowdown.

TABLE #3

Rental Housing Rates (1980 Census)
Payments for Rental Housing

Rent(\$/mo)	No. of Households
Less than 59	
60 - 79	
80 - 99	45
100 - 119	58

120 - 149	50
150 - 169	81
170 - 199	120
200 - 249	123
250 - 299	185
300 - 349	65
350 - 399	64
400 - 499	51
No cash rent	35
TOTAL	877
Median rent	\$227

Household Characteristics

The majority of households in the City of Yreka are married couples (60%). However, there are also a number of single parent households (11%), and a significant number of unrelated non-family households (29%).

Until 1979 home ownership by one wage-earner families and affordable rentals by seniors was nearly non-existent. Since then and influx of Farmer's Home Administration funding for single family residences and multi-family senior housing has eased this burden considerably.

HOUSING ASSESSMENT NEEDS

Briefcase

The Housing Needs Assessment summarizes the specific types of needs for housing in the City of Yreka. Data and housing issues are discussed and analyzed. Housing needs are quantified where possible. The Community Profile provides

background information for these housing needs. State Housing Law, Government Code Section 65583 (a)(1)-(6) requires that the housing element "shall consist of an identification and analysis of existing and projected housing needs" which includes the following:

- Analysis of population and employment trends.
- Quantification of existing and projected housing needs for all income levels (including share of regional need).
- Inventory of land suitable for residential development
- Analysis of government constraints upon the maintenance, improvements, and development of housing.
- Analysis of special housing needs (such as handicapped, elderly, large families, farmworkers, and families with female head of household).
- Analysis of possible energy conservation in residential development.

Following is a summary of the data and analysis of housing needs for the City of Yreka which is intended to detail the housing needs as required in State law. Additional background information and discussion of issues related to these needs are found in the sections entitled Community Profile and Development, and Improvement and Maintenance of Housing, respectively.

Population Growth

The following table shows the expected population, assuming the average household size continues to decline. The 1985 figures are based upon a constant increase in households to reach the population.

TABLE #4

YEAR	PERSONS PER PERSONS	HOUSEHOLD	HOUSEHOLDS	HOUSING UNITS	VACANT UNITS
------	------------------------	-----------	------------	---------------	--------------

1970	5,394	2.826	1,909	1,974	65
1980	5,916	2.45	2,415	2,536	121
1983	6,593	2.425	2,719	2,852	133
1990	7,925	2.308	3,433	3,681	248
1992	8,245	2.268	3,635	3,863	228

Employment Trends

State Employment Development Department figures project a slight increase in job availability, however, with a constant seasonal high unemployment rate that will continue through the 80's. Job expansion during the next few years should show mixed growth patterns. Service producing industries will offer the bulk of job opportunities, but this growth may be cancelled by losses in the goods producing sector.

Services and trade will offer the largest number of job opportunities, while wholesale trade is expected to remain stable. Manufacturing is expected to drop. As depressed construction levels continue to pull down the demand for lumber, other firms may also reduce their employment levels. Construction employment should continue to be adversely affected by high interest rates. Jobs in government are expected to drop as federal, state and local budget cutbacks continue.

Moderate growth is to be expected in 1984 and 1985; however, the rate will still be far below the peak levels achieved in 1978 before the current decline in job opportunities began to plague the County.

TABLE #5

Siskiyou County
Wage Salary Employment

				Forecast
Industries	1981	1982	1983	1984
Total, all industries 1/	12,900	12,300	12,150	12,450
Agriculture, Forestry & Fisheries.....	975	1,150	1,125	1,150
Total Non-agriculture..	11,925	11,150	11,025	11,300
Construction and Mining	400	325	350	400
Manufacturing.....	1,600	1,125	1,050	1,225
Lumber and Wood	1,425	925	850	1,000
Other Manufacturing..	175	200	200	225
Transportation & Public Utilities.....	850	850	850	875
Wholesale Trade.....	475	475	475	475
Retail Trade.....	2,175	2,100	2,100	2,150
Finance, Insurance & Real Estate.....	450	450	450	450
Services.....	2,100	2,050	2,075	2,150
Government.....	3,875	3,775	3,675	3,625
Federal.....	1,100	1,000	975	950
State.....	425	450	425	425
Local and Education..	2,350	2,325	2,275	2,250

March 1982 benchmark

1/Employment reported by place of work and does not include persons involved in labor-management trade disputes.

SOURCE: Annual Planning Report
Employment Development Dept., 1984

HOUSING NEEDS

Basic Construction Needs

Basic construction needs are the minimum number of units

needed to accommodate projected new households; provided, a reasonable vacancy rate, and make up for housing units that will be replaced. Determining basic construction needs is accomplished by subtracting the current housing supply from the projected number of households in 1992. In addition, an adjustment is made to account for vacant units and units, that because of their condition, will be removed from the housing stock each year.

In 1983, the City of Yreka housing units consisted of 2852 units and 2719 households. By 1992 a total 3635 households are anticipated, and an additional 930 units will be needed for expected growth. A vacancy rate of 6.7% and demolition rate of dilapidated units of two per year were used to determine future housing needs. Although approximately 50% of Yreka's housing inventory is better than twenty years old, the housing survey completed in August '83 showed that only sixty units were deteriorated and nine units dilapidated. It is believed that the deteriorated units are being or will be renovated while the dilapidated units will be removed over the five year period.

TABLE #6
Summary of Actual & Projected
Housing Needs

YEAR	HOUSEHOLDS	ACTUAL	
		INITIAL UNITS	NEEDED
1983	2,719	2,852	

YEAR	HOUSEHOLDS	CONSTRUCTION UNITS NEEDED	TOTAL UNITS
1992	3,635	930	3,853

SOURCE: Preliminary Regional Housing Needs Plan, Department of Housing & Community Development, March 1984.

Meeting the basic construction needs may pose a problem for the City. New construction between 1970-1977 was at a thirty units per year pace and only in the last few years has it exceeded one hundred units per year. In 1983 new units constructed were eighty-one.

TABLE #7

Projected New Units to be Added

YEAR	EXISTING UNITS	AVERAGE NEW UNITS	TOTAL PROJECTED UNITS
1983	2,852	81*	2,933
1984	2,933	109	3,042
1985	3,042	109	3,149 **
1986	3,149	109	3,256 **
1987	3,256	109	3,363 **
1988	3,363	109	3,470 **
1989	3,470	109	3,577 **
1990	3,577	109	3,686
1991	3,686	109	3,795
1992	3,795	58	3,853

* Actual 1983 new unit construction

** Two units per year demolished

Regional Needs Allocation

The number of new units needed in the next eight years is but one element in the City's housing needs. Special attention must be focused on meeting the needs of low and moderate

income families. Government Code Section 65584(a) requires that each city meet its fair share of the regional plan identifying the number of households of the low and moderate need for housing.

The City of Yreka's low and moderate housing needs are the number of units needed in the next seven years (), multiplied by the percentage of households in very low, other low, and moderate income categories. In order to meet the needs of very low to moderate income families, 62% or 576 units are needed to satisfy the 1992 basic construction needs. This will be approximately sixty-seven units of the one hundred nine to be constructed annually.

TABLE #8

Summary of 1992 Regional Housing Needs
for
Low and Moderate Income

INCOME	HOUSEHOLDS	PERCENTAGE	UNITS NEEDED
VERY LOW	824	24	201
Other low	549	16	134
Moderate	755	22	185
Above average	1,305	38	319
TOTAL	3,433	100	839

SOURCE: Preliminary Needs Plan
Department of Housing & Community Development, March '84

If the standard of spending is no more than three times gross income to purchase and not more than 25% of income to rent is applied to income categories, a rough estimate can be made about the cost or rental price of housing units needed to fulfill the needs of very low to moderate income families.

TABLE #9

Estimate of Housing Units Needed
by
Household Income

INCOME GROUP	UNITS 1983-1992	AFFORDABLE 1 PRICE RANGE	AFFORDABLE 2 MONTHLY RENT
Very Low 0-\$ 7,237	201	\$0-\$21,708	\$ 0-\$150
Other low \$ 7,237-\$11,577	134	\$21,708-\$34,731	\$151-\$242
Moderate \$11,578-\$17,360	185	\$34,731-\$52,080	\$243-\$362

1. Based on three times gross group income.

2. Based on 25% of income.

Rehabilitation and Replacement Needs

In addition to the basic construction needs the City must take action to rehabilitate and replace those units in a state of disrepair.

The City's August '83 Housing Survey indicates that sixty units were classified as deteriorating and in need of rehabilitation, and nine units as dilapidated and in need of demolition and replacement.

Houses in need of rehabilitation are generally defined as needing repairs in excess of \$2,000. This threshold exists to separate the homes in need of general maintenance from those that, if not repaired, run the risk of becoming so dilapidated they will need to be replaced.

Replacement housing are those units in such disrepair that the cost of rehabilitation is not economically feasible, and, therefore, the unit should be replaced. (A rule of thumb is that when the cost of repairs exceeds 50% of a unit's value,

rehabilitation is not recommended.

Special Needs

There are some groups who need housing of a particular type. Elderly households may need smaller "efficiency units" to make independent living possible. The handicapped may need housing with wheelchair access. Larger families need additional rooms so that overcrowding does not occur.

Elderly Housing

The City of Yreka and surrounding environs have become an attractive retirement area, and as a result there are many older persons living in the City. The 1980 census lists 21% of the population 60 years or older. This percentage has been increasing for the last eight years.

Most seniors live on fixed incomes, and because of inflation, and rent and energy increases, a larger share of their income must go to cost of housing. It is quite evident that the percentage of income the elderly pay for housing exceeds the 25% standard.

Federal funding of housing for the elderly has increased in the last four years in this area enabling the construction of 110 new units and the conversion of approximately 65 additional units. Convalescent facilities as well as boarding units have eased the demand for senior housing.

Physically Handicapped

The 1980 census shows that approximately 5.5% of the City's population is physically handicapped, with 50% of that percentage prevented from working. The majority of non-working handicapped are the elderly, and the new

conversion facilities have made provisions for access by the handicapped.

Farmworkers

Farmworkers are defined as those households whose wage-earners make their living through seasonal agricultural work and who move with the seasons to different farming communities.

The agricultural area in which the City of Yreka is centered does not hire seasonal farm workers. Therefore, the need for seasonal or transient housing is not necessary within the city.

Large Families

There are ----- households in the City of Yreka of five or more persons. This approximately ___% of the household total. The census data shows that there are 173 housing units with four or more bedrooms within the city.

In 1980 all 173 units were occupied . These large housing units have vacancy rates of less than 1%.

Overcrowding

Overcrowding is a common measure of determining whether families are adequately housed. The standard used to determine overcrowding is the number of persons per room.

When this rate exceeds 1.01 persons per room, an overcrowded situation exists. It is assumed that living in a household in which this standard is exceeded is harmful to the physical and mental well being of the family.

The 1980 census indicates 43 housing units as being overcrowded in the City. This is 1.8% of the total occupied housing units. Overcrowding has decreased as the number of

housing units and the percent of vacancies has increased. Another factor has been the decline in family size over the past fourteen years. The future outlook is that overcrowding will not be a significant housing problem.

Overexaxing

Affordability of housing is a primary concern of all local agencies. Although the categories of wage classification differ from the Needs Study, the 1980 census figures show that a high percentage of households are paying more than the standard allocation for housing.

Of the 469 reported households with income of \$10,000 or less occupying rental property, 82% are paying more than 25% of income for housing. Of the 180 homeowners purchasing with monthly mortgage payments, 46% are paying more than 25% of income for housing.

The number of lower income (80% of City median income) households that are overpaying for housing is 387 for rental and 82 with mortgage payments exceeding 25% of their income. Together this comprises approximately 19 1/2 % of the total households within the city.

It is evident that the old standard of equity that 25% of income be a guideline for renting or purchasing housing accommodations is no longer appropriate. With changing market conditions and bank deregulation with accompanying higher interest rates a higher percent of income will be spent on housing.

A factor influencing the percentage of income used for housing is the amount of Federal and State subsidized housing

available in a community. Prior to 1980 the cost of home ownership and rental units had continuously risen in Yreka. With the addition of two major subdivisions financed by Farmer's Home Administration for the low income and one subdivision financed by California Housing Finance, the availability of low cost housing increased tremendously. The addition of low cost rental units with Farmer's Home Administration funding also stopped the rapid rise of rental costs.

TABLE #10

Household Income by Gross Rent
as
Percent of Income

Rent as % of Income	Income				
	0 - \$4,999	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$19,999	\$20,000+
0 - 19%		37	32	51	111
20 - 24%	17	28	51	26	30
25 - 34%	39	64	32	16	
+ 35%	175	109			

SOURCE: 1980 Census

TABLE #11

Household Income by Selected Mortgage Costs
as
Percent of Income

Owner % of Income	Income				
	0 - \$4,999	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$19,999	\$20,000+
0 - 19%	13	54	111	113	587
20 - 24%	11	20	33	15	38

25 - 35%	19	14	31	20	43
+ 30%	37	12	41	13	9

SOURCE: 1980 Census

Single Parent Households

According to the 1980 census there are 197 households with single parents with children. This causes a special problem in that these parents must work in order to support the family, and in many instances their jobs pay low wages. Also, day care for the children, which requires a large portion of their salary, must be arranged. These single parent households have less disposable income than some families earning the same amount of money and as a result their housing choices are very limited. Most are probably paying more than 25% of their total income for housing.

CONSTRAINTS

Market Constraints

The price of housing has been rising at a much greater rate than family income, thereby decreasing the opportunities for home ownership to a growing percentage of the public. Contributing factors are the increased costs of land, material, labor, and financing, as well as fees charged for services by the private and public sector. While much has been written about the subject, and there have been some innovations which have contributed to reducing housing costs to a slight degree, all evidence indicates that this trend will continue.

New Construction Costs

Labor, materials, and land all contribute to the cost of

housing. Rising costs of all three have driven the price of home ownership beyond the means of a large percentage of Yreka residents. These increased costs are beyond the influence of local policy or programs.

The market up-trend in housing in the 1970's was to larger, more fully equipped construction. A shift must be made to smaller, more basic homes in order to control housing costs. Smaller homes that can be expanded by addition or remodeling as needs arise, must be developed. These smaller units, emphasized by Federal and State agencies, must serve as affordable housing for those who have been excluded from the housing market.

Interest Rates

Interest rates directly affect the ability to own a home. Both builder and homeowner suffer from the rising costs of money. As interest rates climb, monthly mortgage payments rise, and a larger percentage of the population is excluded from the market. The following table demonstrates the difference that interest rates have on the cost of housing.

TABLE #12

Single Family Home Costs
\$60,000, Thirty year Mortgage Fixed Rate

INTEREST RATE	PRINCIPAL & INTEREST	OTHER*	TOTAL
8%	\$ 440.26	\$ 71.36	\$ 511.00
12%	616.17	71.36	688.53
16%	806.86	71.36	878.22
20%	1,002.62	71.36	1,073.98

* \$54.69--property tax and 16.67--property insurance.

SOURCE: California Housing Plan
Department of Housing & Community Development, '82.

Government Constraints

Government regulation, by trying to improve the quality of development in a community, can unintentionally raise the costs of development and the cost of housing. Land use controls, building codes and their enforcement, site improvements, fees, and permit procedures and processing can add to development costs.

Land Use Controls

General Plan density limitations control the amount of development on a given site, and many increase the cost of development. Certain uses may also be limited by land use controls, such as zoning for multi-family units, duplexes, and mobile homes.

TABLE #13

City of Yreka Zoning Designations

ZONE	DESCRIPTION	MINIMUM PARCEL SIZE
R-1, MR-1	Single Family residence	7,000 S.F.
MR-1-MH	One family, mobile/modular dwelling	7,000 S.F.
R-1-10		
MR-1-10	One family dwelling	10,000 S.F.
MR-2	Two family-duplex	8,000 S.F.
	Three family-triplex	10,000 S.F.
	Four family-fourplex	12,000 S.F.
MR-3	Multi-family residential five units or more	14,000 S.F.
	MR-3/12--maximum 12 units per acre	

MR-3/16--maximum 16 units per acre
 MR-3/20--maximum 20 units per acre

R-4, MR-4	Residential/Agriculture
	Single family
	One Acre
MRPO	Residential/Professional
	Office
	7,000 S.F.

Large areas are available for residential development.

TABLE #14
 Residential Land Use Acreage

ZONE	ACRES DEVELOPED	ACRES UNDEVELOPED
R-1, MR-1	1,133	1,349
MR-1-MH		44
R-1-10, MR-1-10		296
MR-2	89	89
MR-3	310	312
R-4, MR-4	707	698
MRPO	11	4

Although all residential developments must comply with the City of Yreka's zoning regulations, there is adequate land available for all types of development. The last five years has brought about considerable in-fill development, and single lots within developed areas is now minimal.

Due to geographical LIMITATIONS (hills, drainage areas, etc.) some land is more expensive to develop. But, adequate land is available for low cost construction.

Building Code Requirements

While minimum standards are essential to ensure safe housing,

additional standards controlling design or excessive safety standards may increase the cost of housing unnecessarily. The City adopted the Uniform Building Code for its code requirements and deviates from it only in the case of snow load for roofing. Special additional regulations apply only to one section of the city. The Historical District was instituted to preserve older buildings within the city. Special permits and design requirements are necessary for that district.

Development Standards

The City's development standards demand that every parcel front on a public street, the right-of-way which will be no less than fifty feet. Water and sewer connections are mandatory except in one inaccessible area. Off-street parking is required of all residential development because of the necessity for snow removal and street maintenance.

While all development improvements add to the cost of housing, the City believes its minimum standards are necessary to maintain a certain quality of life for the community.

Fees

Fees in the City are low and do not return the cost of regulating development. The City has encouraged development and has intentionally maintained low fee schedules.

Permit Procedures & Processing

Although all local agencies are required to evaluate the effects on the environment of all development projects, project permits are handled with dispatch and are usually completed within a short time frame.

Energy Conservation

As prices of gas and electricity rise, households are faced with increasingly unaffordable shelter costs. If the City is to address housing needs in the future and continue to maintain affordability of planned new units, increased energy self-sufficiency is necessary. Conservation and alternate energy sources should be promoted. Land use decisions on subdivisions maximizing southern exposure should be encouraged. Sunlight easements and solar heating will aid in keeping energy costs down.

Methods to Increase the Housing Supply

Through the use of its local powers, there are actions that the City can take to increase its supply of affordable housing units. Although providing additional affordable housing for Yreka residents will continue to be a problem. Home ownership for low to moderate income residents is almost impossible. Federal Farmer's Home Administration and California Housing Finance first-time owner programs are the only avenues for this economic segment. These funds are becoming less and less available. The exclusion of low income families from the single family home market increases pressure on the rental market, reducing the rental vacancy rate while increasing rents. Until the current year, vacancy rates in the City have continuously been below 5%, causing a rental housing shortage that makes for less affordable housing.

In the last four years the use of Federal and State subsidies has had the best impact on low cost housing. Two major single family subdivisions funded by Farmer's Home Administration and

three multi-family rental units for seniors have fulfilled a large need for low cost housing units.

The development of this housing program will require the City of Yreka to become more actively involved with both the private and public sectors. Provision of affordable housing is an objective that the City cannot accomplish by itself.

Review and Update: Public Participation

In developing the General Plan Housing Element, the City sought public participation of all economic segments to assure that housing needs would be assessed. Housing needs and related issues were discussed at Planning Commission public hearings and at the Citizen Advisory Committee hearings.

It is the intent of the City to assure that the goals, measures, and specific housing programs in this document are pursued within the scheduled time plan and continue to be compatible with other elements of the General Plan. Annual review will urge participation by all economic segments in order to perpetuate a viable housing plan.

The annual review by the Citizen's Advisory Committee, Planning Commission and City Council will contain the following information prepared by City staff:

- a. An update of new residential building permits and certificates of occupancy by type and affordability.
- b. An update of the inventory of Planning Commission approved projects.
- c. The median income for the area published by the Federal Government.
- d. Labor force data from the Employment Development Department.
- e. Annual estimate of population as of January 1st by State Department of Finance.

- f. Where available, prices of housing, including new, resale, and rental units.
- g. Vacant land and zoning inventory.
- h. Household information, including vacancy rate.
- i. Review of Housing Element program statements for effectiveness in providing housing.

A complete review of the Housing Element, including reassessment of goals, policies, and programs, will be conducted every five years. This review will include the Housing Element and how it impacts and is impacted by the various other elements of the General Plan. The City will continue to urge participation in the housing plan by all economic segments of the community through public hearings and meetings.

GOALS & OBJECTIVES

Goal I

It is the goal of the City of Yreka to provide a range of housing types and programs to enhance the City's living environment and to provide housing for all economic segments.

Policies

1. Review existing zoning and subdivision regulations and revise as necessary to provide for a variety of parcel sizes and housing types, as well as a proportional mixture of housing types within density limits.
2. Review the General Plan and zoning map on a regular basis to plan for the availability of suitable vacant land to accommodate a variety of housing types.
3. Promote plans and programs for well-designed lower income housing developments located in areas appropriate to the needs and desires of the population and convenient to public services.
4. Allow second (attached/detached) units in single-family areas.

5. Allow mobile or modular homes in designated areas to provide the opportunity for lower construction costs.
6. Request that development proposals include consideration of housing programs.
7. Make an effort to balance employment opportunities with the provision of housing, matching housing costs to wage levels.

Program Statement:

I.A Statement: The recent Land Use Element update provided for a greater variety of housing types, and more than adequate land available for future development. Every two years the Planning Commission and City Council will review the General Plan for adequate vacant land to accommodate a variety of housing types.

Responsible Department: Planning Department

Financing: City Funds

Objectives: To provide adequate land for a variety of housing units

Time Frame: Every two years

I.B Statement: Promote new construction housing units to adequately provide for the needs of a growing community, balancing both growth in population and employment.

Responsible Department: Planning Department

Financing: Private and government

Objectives: New units by 1992

Time Frame: 107 per year

I.C Statement: The City will utilize State and Federal assistance to the fullest in order to develop affordable housing for lower income families and senior citizens. Working with private contractors and developers to secure those funds that are available.

Responsible Department: City Manager and Planning Department

Financing: Farmer's Home Administration, Housing and Urban Development Administration, California Housing Finance Administration

Objectives: Units by 1992

Time Frame: Units per year

I.D Statement: Support new construction of affordable lower income housing by locating sites which would be appropriate for assisted housing programs.

Responsible Department: City Manager & Planning Department
Financing: City funding for staff work
Objectives: Locate sites available for lower income housing
Time Frame: Designations by 1985

I.E Statement: Enact ordinances allowing additional units aimed at housing elderly to be built in certain residential locations. These ordinances would allow attached or detached second units on single family lots of appropriate size; setting minimum setbacks and side yard requirements to allow for two unit development.

Responsible Department: City Attorney
Financing: City funds for staff work
Objectives: Provide vehicle for second unit development
Time Frame: Ordinance early 1985

I.F Statement: Encourage the development of rental housing by offering density bonuses to developers for building rental housing, based upon a percentage for low and moderate income units.

Responsible Department: Planning and Building Departments
Financing: City funding for staff time
Objectives: Unknown at present
Time Frame: Continuous

I.G Statement: Encourage the development of affordable housing by allowing mobile and modular homes in designated areas.

Responsible Department: Planning Department
Financing: City funds
Objectives: Make available adequate land for placement of mobile homes
Time Frame: Continuous, with review every two years

I.H Statement: encourage the use of the 200 units made available in the Article 34 referendum passed in 1984 for low and moderate income families and senior citizens.

Responsible Department: Planning Department
Financing: Private
Objectives: Utilize Article 34 authority for 200 units
Time Frame: Continuous

I.J Statement: Review CHFA program with local funding institutions for low interest rate loans for first time homeowners. Assist developers in securing this source of financing

Responsible Department: City Manager
Financing: City funds for staff work
Objectives: Promote use of CHFA program funding
Time Frame: Continuous

I.J Statement: encourage the development of affordable housing for low, very low and moderate income households by enlisting the cooperation of private developers in considering and implementing the policies and programs of the Housing Element.

Responsible Department: City Manager
Financing: City funds for staff work
Objectives: Unknown
Time Frame: Continuous

I.K Statement: Encourage the development of affordable housing by maintaining low fee requirements.

Responsible Department: Planning Department
Financing: City funds for staff work
Objectives: Unknown
Time Frame: Continuous

Preservation of Existing Housing

Housing in a community plays an important role in defining the overall character of the community. Maintaining the existing quality of housing stock will make Yreka a desirable place in which to live. New housing construction is regulated through existing processes that insure appropriate densities, designs and standards. The focus must also be on the existing stock which should be viewed as a valuable resource to meet housing needs which the City cannot afford to let decline.

Even though, according to the 1980 census, 36% of Yreka housing stock is over thirty years old and 75% of that over forty years old, the August 1983 housing condition survey showed only sixty units in deteriorated condition and nine

units dilapidated.

This shows that because of the continuous low vacancy rate that most units have been adequately maintained to be available in the housing market. The development of the Historic District and the promotion of historic landmark structures have brought about a resurgence of interest in renovation of the Victorian buildings in the City.

Conservation and maintenance of existing housing units must continue to be a priority program for the City.

Goal II

It is the goal of the City of Yreka to improve the condition of the City's existing housing stock so that safe and decent housing is available to all residents.

Policies

1. Encourage rehabilitation of substandard residential units using State and Federal subsidies. To upgrade the 60 deteriorated structures in the City.
2. Continue to support the preservation of historic and architecturally significant residential structures within the City
3. Seek cooperation from local lending institutions for financing improvements to older structures.
4. Participate in available housing rehabilitation programs.
5. Insure that Yreka's community character and housing quality are maintained through the development approval process.

Program Statements

II.A Statement: Continue the rehabilitation of substandard residential units, using all available State and Federal subsidies for lower income residents for both owner and rental units.

Responsible Department: City Manager & Planning Department
Financing: CDBG, CHFA, Section 8 Moderate Rehabilitation

Objectives: Unknown
Time Frame: Continuing effort

II.B Statement: Periodic review by Planning Commission and City Council of residential area needing improvements

Responsible Department: Planning Department
Financing: City funds for staff time
Objectives: Bi-annual review
Time Frame: Continuous

II.C Statement: Continue to encourage rehabilitation of historic residential structures within the City and to assist in application procedures for inclusion on the historic register.

Responsible Department: Yreka Historic District & Landmarks Commission
Financing: City funds for staff time
Objectives: Encouragement of salvation of historic buildings
Time Frame: Continuous

II.D Statement: Encourage local lending institutions to Utilize the various programs available for making loans for rehabilitation of older structures such as the Bankable Loan Program and the Delayed Payment Loan Program

Responsible Department: City Manager & Planning Department
Financing: Local lending institutions
Objectives: Continued local support for rehabilitation
Time Frame: Continuous

Goal III

It is the goal of the City of Yreka to assure that the quality, safety, and liveability of the City's housing stock be continually maintained or upgraded and that dilapidated housing that cannot be improved, be replaced.

Policies

1. Continuous enforcement by the Building Department and other appropriate agencies of the Housing, Electrical, Plumbing, and Fire Prevention Codes, and Health and Safety regulations.
2. Replacement of the nine dilapidated residential units.

3. Deny conversions of rental developments where low or moderate income households would be displaced, to maintain a supply of affordable rental building.

Program Statements

III.A Statement: Code enforcement by the City's departments

Responsible Department: Building Department
Financing: City funds for staff time
Objectives: Code enforcement
Time Frame: Continuous

III.B Statement: Continue rehabilitation of substandard housing and destruction of non-salvageable dilapidated housing.

Responsible Department: Building Department
Financing: City funds for staff time
Objectives: Elimination of non-liveable housing units
Time Frame: Continuous

Goal IV

It is the goal of the City of Yreka to assure increased energy self-sufficiency through the use of energy conservation measures in all households, including low and moderate income housing.

Policies

1. Promote the use of energy conservation measures in all housing, including low and moderate income.
2. Promote opportunities for use of solar energy by assuring solar access where possible on properties to be developed in the future

Program Statements

IV.A Statement: Promote the use of energy conservation measures in all housing through the use of State and Utility company weatherization programs.

Responsible Department: Planning Department
Financing: Private and Government funds
Objectives: Unknown
Time Frame: Continuous

IV.B Statement: Study and adopt a solar access ordinance which would protect solar access in new

subdivisions. Encourage the use of solar water and space heating.

Responsible Department: City Attorney and City Council
Financing: City funds
Objectives: Adopt ordinance
Time Frame: Early 1985

IV.C Statement: Implement policies and programs to encourage conservation of energy in design and housing rehabilitation.

Responsible Department: Planning Department
Financing: City funds for staff time
Objectives: Adoption of policies and programs
Time Frame: 1985

Goal V

It is the goal of the City of Yreka to insure that all persons, regardless of race, sex, cultural origin, age, marital status, or physical handicaps, are provided a choice of housing locations within the community.

Policies

1. Work towards the elimination of all barriers that prevent a free choice in housing.

Program Statements

V.A Statement: Promote non-discrimination in housing throughout the City

Responsible Department: City Manager
Finance: City funds
Objectives: On going
Time Frame: Continuous

V.B Statement: Provide a referral service to those who handle complaints against discrimination.

Responsible Department: City Manager
Finance: City funds
Objective: On going
Time Frame: Continuous

CITY OF YREKA
SEISMIC SAFETY ELEMENT
OF THE
GENERAL PLAN

ADOPTED
APRIL 17, 1977

CITY OF YREKASeismic Safety ElementGoals and Objectives

1. To provide an evaluation of risk and provide the necessary protection of the health, safety, and welfare of the residents of Yreka.
2. To establish a balanced program of protection and one which will be realistic in terms of limitation.
3. To identify areas of higher risk, identify the type of risk, and develop systems whereby the land can be utilized to its greatest potential capacity.
4. Examine existing structures and development to assess potential hazards and provide recommended solutions.
5. To utilize existing civil defense plans for the purpose of preparing for a natural disaster.
6. To provide adequate code review for identified problem areas and develop additional code language where appropriate and to coordinate these requirements with the existing Uniform Building Code.

EARTH MOVEMENT

Differential movement of the earth's crust; local elevation or subsidence of the land.

A micro examination of earth movement involves an analysis of the soils of Yreka and their ability to support an urban environment. Several characteristics of soil are important when considering earth movement. These are: (1) shrink swell, (2) soil pressure, and (3) depth.

The following table identifies the problem soils in and around Yreka:

<u>Soil</u>	<u>Shrink Swell</u>	<u>Depth</u>	<u>Soil Pressure</u>
Pit Clay	High	40" +	Moderate
Bidwell Gravelly Loam	Moderate	40" - 60"	Moderate
Jilson Gravelly Loam	Moderate	20" - 40"	Moderate
Jilson Noyes Gravelly Loam	Moderate	20" - 40"	Moderate
Dubzkellz Very Rocky Clay Loam	High	18" - 40"	Moderate
Unnamed	Moderate	40" - 60"	Moderate
Stoner Gravelly Loam	Moderate	40" +	Severe

Shrink swell behavior is that quality of the soil that determines its volume change with change in moisture content. The volume change behavior of soils is influenced by the amount of moisture change, and the amount and kind of clay in the soil.¹

While the majority of Yreka rests on soils which are suitable for urban development, the purpose of this report is to point out those areas which contain soils which, if not adequately treated, cause serious problems.

The shrink swell soil map indicates areas where problem soils might be encountered. The mapping should only be considered general and a closer examination in the field of the soils in the vicinity of the identified problem areas is recommended.

Construction requirements for the particular soil circumstances will vary with the type of construction and the weight to be supported by the soil. Each particular circumstance should be evaluated on its own merits;

¹ Soil Inventory and Evaluation Report of City of Yreka and Outlying Area for City of Yreka, Soil Conservation Service, USDA.

however, it would be prudent to require a soil examination when construction is anticipated on a problem soil area.

It is recommended, consistent with UBC requirements, that a soil analysis and report be required for problem soil areas giving the shrink swell and load bearing capacity with recommendations for adequate structural support.

Road construction and other urban service requirements should also be adequately engineered for the particular circumstances. Additional construction standards will be required to accommodate these particular areas. Failure to account for these circumstances could result in future structure failing.

Soil depth indicates the average depth of a given soil class. Depths may vary considerably on any given locality. Depth is as important in this consideration as evaluating the potential movement or failure of the soil. To adequately compensate for a particular soil limitation, it is important to ascertain its depth and hence the extent of the problem.

Soils are classified on their ability to withstand pressure imposed on them by foundations as defined in Table 28B of the Uniform Building Code. For the purpose of showing limitations in allowable soil pressure, the Soil Conservation Service divided the allowable loads into three groupings as follows: ²

<u>Soil Property or Quality:</u>	Degree of Soil Limitation		
	Slight	Moderate	Severe
Allowable soil pressure pounds/square foot	More than 2000 psf	1000-2000 psf	Less than 1000 psf

² Ibid

The ability of soils to withstand loads is extremely important for the success of urban development. It is common for soils containing a high clay content to be rated low in their ability to support urban construction. Those soils which have a high or moderate shrink swell content will also be those soils which have a low bearing capability.

Again, depending upon the type of construction anticipated, the treatment of this particular soil problem will require attention by the performing architect or engineer. The City should identify areas of low load bearing capacity and require consideration of the foundation and structural materials.

LANDSLIDE

The perceptible downward sliding or falling of a relatively dry mass of earth, rock, or mixture of the two; earth and rock which becomes loosened from a hillside by moisture or snow, and slides or falls down the slope.

An examination of the geological map for the Yreka area shows that little landslide potential exists in the area. The geologic formations consist of recent Alluvium, Mesozoic Ultrabasic Intrusive rocks, Ordovician marine, and Precretaceous metavolcanic rocks.

All of the material identified above is stable bedrock material with little propensity to give way. This type of material combined with fairly gentle slopes reduces the potential for landslide dramatically.

Away from Yreka, toward the northwest, BLM ownership, there appears to be some evidence of talus sliding which is the direct relationship of steep slopes and gravity. This area is not suitable for urban expansion and should remain as open space. While it proves no problem for Yreka, as it is some distance away, any serious attempts to urbanize severe slopes will result in earth slippage in landsliding, talus fall or slump.

FAULT RUPTURE

A fracture or manner of breaking, breaks in rocks due to intense folding or faulting, movement or displacement of the sides relative to one another.

The geology map for Yreka and vicinity indicates a fault line passing through the northerly portion of the study area. This fault line runs west southwest towards the west and east of I-5 Freeway, turns and runs in a northeasterly direction.

The geologic situation of this area is not unique, as the mountains to the west are the responsibility of faulting. The upward tilting of the mountain ranges causes tremendous earth stresses causing further faulting throughout the system.

The identification of the fault line can be observed in the field by the definition of a valley extending westerly from Yreka. This valley is lined on either side by truncated ridges further indicating a fault structure. Usually a stream will follow a fault line as the path of least resistance and most easily eroded material.

The fault line has no recorded history of movement, and no known damage has resulted from an earthquake in the Yreka area. This does not eliminate the potential for future earthquake as long as the fault in the earth's surface exists.

The Uniform Building Code classifies the Yreka area, as the entire state of California, in seismic zone three. Seismic zone three requires additional construction consideration to account for seismic potential. Any changes in the local building codes to reduce the cost of construction should be carefully weighed in terms of the responsibility, morally and legally, for the

livability which must be assumed. This factor should be examined with the need to reduce the cost of construction.

Yreka's low density community development would minimize serious seismic losses, in terms of loss of life, in a severe earthquake. Serious property damage would most certainly occur, especially in older concrete block or brick structures which are not adequately reinforced. Conventional single family construction would suffer considerable damage; however, they are less susceptible to collapse and, therefore, provide some measure of safety.

A severe seismic disturbance would cause serious problems with respect to continuing life support services, i.e., sewer and water. The lines of these systems can be expected to rupture. It is important to develop alternate sources of supply and have storage capacity sufficient to carry over in an emergency situation.

LIQUIFICATION

The process of transforming or being transformed from a solid to a liquid state.

From the discussion of the soil types in the Yreka area and the general geology, there appears to be little or no danger present from the phenomenon of liquification. Liquification is an isolated type of geologic activity and is confined to areas which have the physical properties conducive to the process. Montague area and the old lake basin area would have a greater propensity toward liquification than any other area within the Yreka study area.

SUBSIDENCE

A sinking of a large part of the earth's crust; movement in which there is no free side and surface material is displaced vertically downward with little or no horizontal component.

There is no evidence to support a theory of subsidence in the Yreka area.

Quite the contrary, the tectonic activity to the west and volcanic activity to the east have both contributed to an uplifting of the area.

In an extremely localized sense, subsidence has occurred in the original townsite of Yreka as the result of collapse of tunnels dug by Chinese miners. There exists no record of the extent or location of this old tunnel network and it will continue to be a localized problem for sometime. Any contemplated construction in the original townsite should consider the possibility of the tunnel system and attempt to ascertain whether or not any such digging occurred on the site.

FLOOD

Any relatively high stream flow which overtops the natural or artificial banks in any reach of a stream.

The definition of a flood seems to be a simplistic view of the flood process. However, the spreading of water from the natural banks of any stream constitutes a flood and may cause serious, slight, or no damage depending on location, size of the stream, and intensity of the flood waters.

Yreka Creek is the largest stream and, therefore, has the greatest potential for flooding. Examination of the flooding potential of Yreka Creek has been accomplished and mapped by HUD/FHA. The reports indicate little hazard from flooding based on a 100-year flood.

Localized flooding does occur along tributary streams in Yreka, as these streams have been crowded into inadequate channels and their runoff increased by urbanization. These stream areas have been adequately addressed in the Environmental Resources Management Program for Yreka.

Greenhorn Reservoir poses no real threat to Yreka. Even though it is a Class C earthfill dam, a breakage by any means would result in a seepage

rather than a complete collapse. There is a limited quantity of water impounded and Yreka Creek could accommodate the flow.

RECOMMENDATIONS

1. Areas of identified soil limitations should be required to have soil analysis submitted prior to construction.
2. Structures three (3) stories or higher should probe for underground caverns prior to construction in the old town area.
3. Additional construction specifications should be developed for problem soil areas.
4. Public buildings and areas of mass assembly should be required to meet seismic standards.
5. Adequate water storage should be developed and maintained for a minimum 48-hour emergency supply.
6. Sewage disposal system design should be given consideration to provide bypass or temporary pumping to prevent disruption of service.

CITY OF YREKA
NOISE ELEMENT
OF THE
GENERAL PLAN

ADOPTED
APRIL 17, 1977

City of YrekaNOISE ELEMENT

Three broad categories of examination are required for the preparation of a noise element. These are:

1. Highways and freeways
2. Ground rapid transit systems
3. Ground facilities associated with all airports under a permit from the State Dept. of Aeronautics.

Of these three systems only the freeways and highways segment has an influence on Yreka. There exists no ground rapid transit system or airport which influence the urban environment. Yreka Western Railroad, a freight carrier, (not rapid transit) has one scheduled trip per day.

The purpose of a noise element is to identify those areas which, by the application of identified sound levels, are unsuitable for comfortable human habitation. California Department of Health indicates that California basically follows I.S.O.* suggestions. It is not so much what people want but what they will tolerate. Further requirements are contour lines for major traffic routes. If there is a freeway through town there should be contours in 5 decibel increments down to 65 and 45 around schools and hospitals. Rural residential daytime 35 to 45, night about 25 to 35; suburban residential daytime 40 to 50, night 30 to 40; urban residential daytime 45 to 55, night 35 to 45; commercial daytime 55 to 65, night 45 to 55; industrial daytime 60 to 70, night 50 to 60. Because of the current interest in the noise element there are two investigations through consultants being undertaken in California at the present time: (1) What should community noise levels be? and (2) What should constitute noise element? The figures should be available early next year.

* International Standards Organization

Noise Element - Page 2

The areas identified as problem areas should be examined more carefully and proper land use application made of these areas. Policy and zoning legislation may be required to firmly establish a program of effective environmental protection for comfortable human habitation.

"It shall be the goal of the City of Yreka to establish an equitable land use system which provides protection to residential areas from noise pollution."

Areas, potential and existing, which exceed acceptable noise levels for residential living will be so designated, and an appropriate land use class other than residential will be applied.

There are only two major sources of noise pollution from the street system in Yreka. These are I-5 Freeway and the old U.S. Highway 99. State Route 3 might be a future highway to consider.

The attached map indicates the noise levels existing along I-5 Freeway and projects the noise levels to 1990. These are expressed in DbA levels.

The noise projections from the old U.S. 99 route will be calculated on the basis of actual traffic counts. By this means, an estimated noise level can be achieved.

From a rather quick examination of the graphic material it becomes obvious that the influence of I-5 Freeway and U.S. 99 is limited. Even the future projections to 1990 indicate a rather isolated influence.

There are several considerations to be evaluated, however, in terms of community need. Two major public facilities are adversely affected by existing noise levels. These are the Siskiyou County Hospital and the County Juvenile Detention Facility, as the noise contours indicate a higher level than 45 DbA. Both of these facilities are located between I-5 Freeway and U.S. Highway 99, and because of the measured noise levels are in an environment which is undesirable.

Noise Element - Page 3

As this area has been identified as a problem concerning noise levels for public facilities which involve residential occupancy, i.e., hospital, rest homes, etc., any contemplated expansion or major rehabilitation should be preceded by an extensive and critical examination of the noise impact.

While both of the above-mentioned facilities are operated by Siskiyou County and this plan study is for the City of Yreka, it is necessary to call attention to these limitations caused by location near I-5 Freeway. Close coordination between the City and County is essential as both facilities are equally important to Yreka.

A third consideration involves a limited amount of residential area located in the identified problem area (see map), and the projected land use zoning as residential. Existing residential areas in conflict with I-5 are for the most part located in the northerly sector of the community. These areas should be allowed to evolve gradually into a more appropriate land use--commercial or light industrial. (Noise level standards for hospitals, rest homes, long term medical or mental care, residential areas.)

Of great concern is the development of multi-family residential units in the problem noise area. This could result in problem land uses in the future, and it is not in the best interest of potential residents to locate within close proximity to I-5. A more appropriate land use classification would be commercial or light industrial rather than multi-family residential.

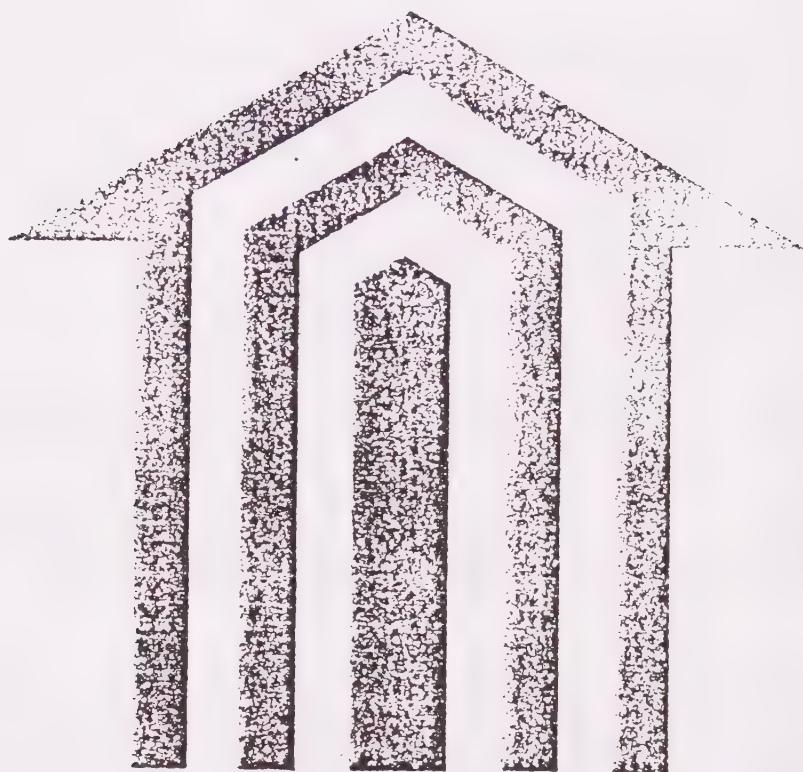
Further containment of the noise created by the freeway can be achieved by re-emphasizing the open space corridor concept along Yreka Creek, which was identified in the Open Space Element. By adequate landscaping an environmental barrier can be created providing multi-use concept for Yreka Creek.

Noise Element - Page 4

As most developers and governmental units do not have access to sound monitoring equipment, HUD has provided a guide to assess potential noise levels for residential areas. This is a guide only and should be used as such. If a problem appears to be evident, it is recommended a detailed noise study with proper noise measuring equipment be made by a qualified acoustical consultant. The following information is taken from this guide relating to noise:¹

¹Noise Assessment Guidelines, U.S. Dept. of Housing & Urban Development,
Washington, D. C. 20410

noise assessment guidelines



**Theodore J. Schultz
Nancy M. McMahon**

U.S. Department of Housing and Urban Development
Washington, D.C. 20410

Roadways



NECESSARY INFORMATION

To evaluate a site's exposure to roadway noise, you will need to consider all major roads within 1000 ft of the site. The information required for this evaluation is listed below under headings that indicate the most likely source. Before beginning the evaluation, you should try to obtain any available information about approved plans for roadway changes (e.g., widening existing roads or building new roads) and about expected changes in road traffic (e.g., will the traffic on this road increase significantly in the next ten or fifteen years?). Then, record the following information on Worksheet C —

From an area map and/or the City (County) Engineer:

The distances from the site to the center-lines of the nearest and farthest lanes of traffic.

From the City (County) Director of Traffic:

The peak hourly automobile traffic flow in both directions, combined.

The peak number of trucks (buses)* per hour in each direction. (If the road has a gradient of 3% or more, record uphill and downhill numbers separately as these figures will be necessary later; if not, simply record the total number of trucks.)

Note: you may also need to make adjustments for the following circumstances:

- A road gradient of 3% or more
- Stop-and-go Traffic
- Mean Speed
- A Barrier

The information required for these adjustments can be obtained from the City (County) Director of Traffic.

*Buses count as trucks

EVALUATION OF SITE EXPOSURE TO ROADWAY NOISE

Traffic surveys show that the level of roadway noise depends on the percentage of trucks in the total traffic volume. To account for this effect, these guidelines provide for separate evaluation of automobile and truck traffic.

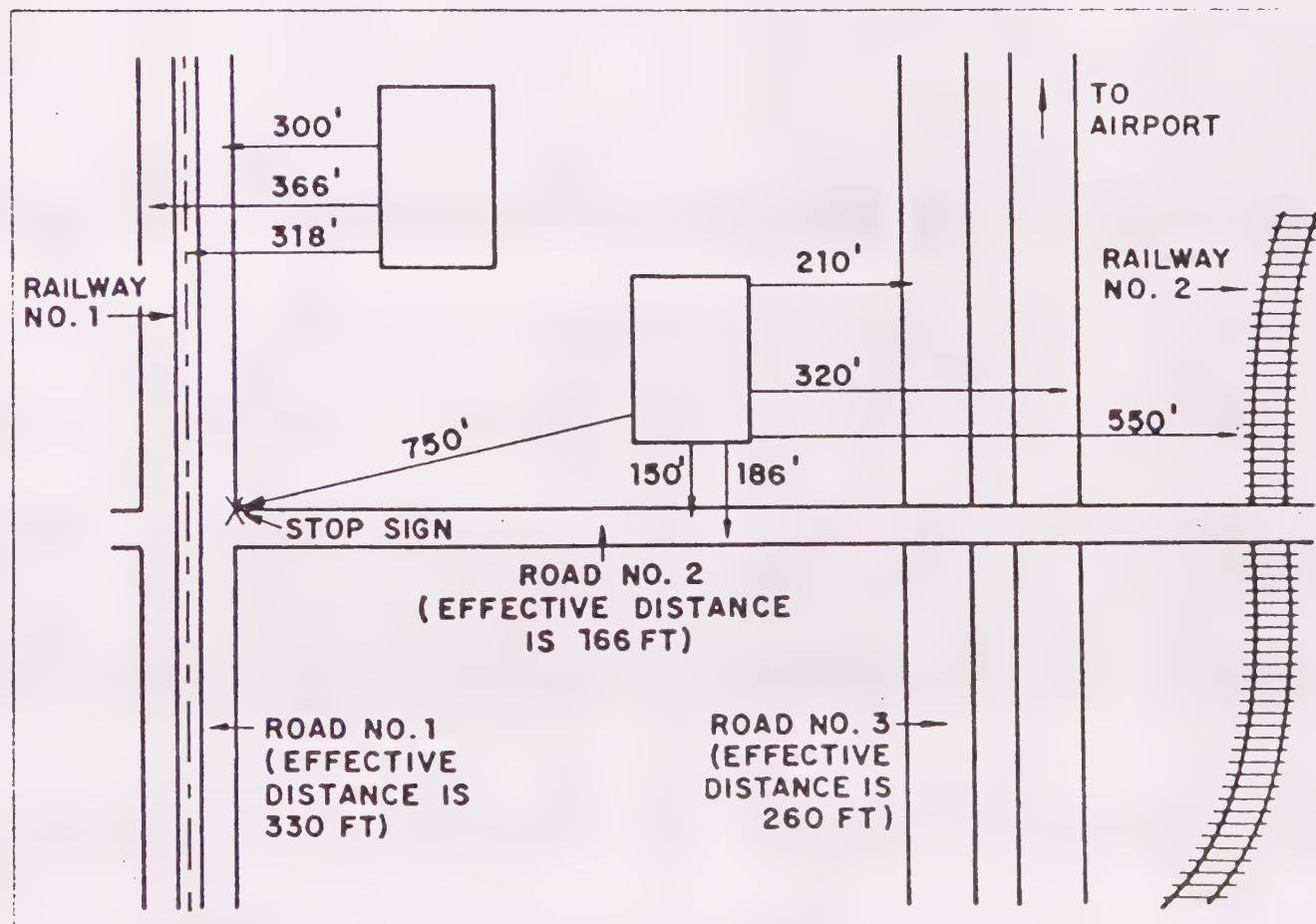
Before proceeding with these separate evaluations, however, determine the effective distance from the site to each road by locating on Figure 1 the distances from the site to the centerlines of the nearest and farthest lanes of traffic.

[Large-scale work-sheet figures are contained in pouch at the back of the book.]

Examples

The site shown below is exposed to noise from three major roads: Road #1 has four lanes, each 12 ft wide, and a 30-ft wide median strip which accommodates a rapid transit line. Road #2 has four lanes, each 12 ft wide. Road #3 has six lanes, each 15 ft wide, and a median strip 35 ft wide.

The distances shown below will be used for all roadway examples in this booklet.



Plan View of Site Showing How Distances Should be Measured From the Location of the Dwelling Nearest to the Source.

Effective Distance (cont'd):

Now lay a straight-edge to connect these two distances and read off the value at the point where the straight-edge crosses the middle scale. This value is the effective distance to the road and should be recorded on line 4.

AUTOMOBILE TRAFFIC

The numbers in Figure 2, which is used to evaluate the site's exposure to automobile noise, were arrived at with the following assumptions:

- There is no traffic signal or stop sign within 800 ft of the site.
- The mean automobile traffic speed is 60 mph.
- There is line-of-sight exposure from the site to the road - i.e., there is no barrier which effectively shields the site from the road.

If a road meets these three conditions, proceed to Figure 2 for an immediate evaluation of the site's exposure to the automobile noise from that road.

But

if any of these conditions are different, make the necessary adjustment(s) and then use Figure 2 for the evaluation.

ADJUSTMENTS FOR AUTOMOBILE TRAFFIC

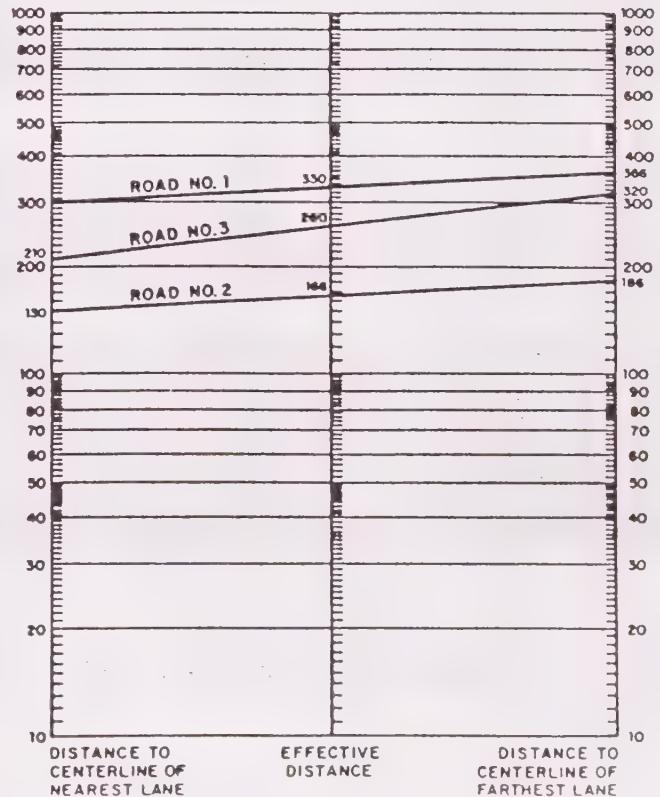
Stop-and-go Traffic:

If there is a traffic signal or stop sign within 800 ft of the site, multiply the total number of automobiles per hour by 0.1. Record your answer on line 5.

Mean Traffic Speed:

If there is no traffic signal or stop sign within 800 ft of the site and the mean automobile speed is other than 60 mph, multiply the total number of automobiles by the appropriate adjustment factor (top of next page). Record your answer on line 6.

Example 1: Road #1 - The distance from the site to the centerline of the nearest lane of traffic is 300 ft. The distance to the centerline of the farthest lane of traffic is 366 ft. Figure 1 shows that the effective distance from the site to this road is 330 ft. Road #2 - The distance to the centerline of the nearest lane of traffic is 150 ft. The distance to the centerline of the farthest lane of traffic is 186 ft. Figure 1 shows that the effective distance from the site to this road is 166 ft. Road #3 - The distance to the centerline of the nearest lane of traffic is 210 ft. The distance to the centerline of the farthest lane of traffic is 320 ft. Figure 1 shows that the effective distance from the site to this road is 260 ft.



Example of How Figure 1 is Used to Determine Effective Distances.

<u>Mean Traffic Speed</u>	<u>Adjustment Factor</u>
20 (mph)	0.12
25	0.18
30	0.25
35	0.32
40	0.40
45	0.55
50	0.70
55	0.85
60	1.00
65	1.20
70	1.40

Barrier Adjustment:

This adjustment affects distance and applies equally to automobiles and trucks on the same road. Therefore, instructions for this adjustment appear after those for truck traffic.

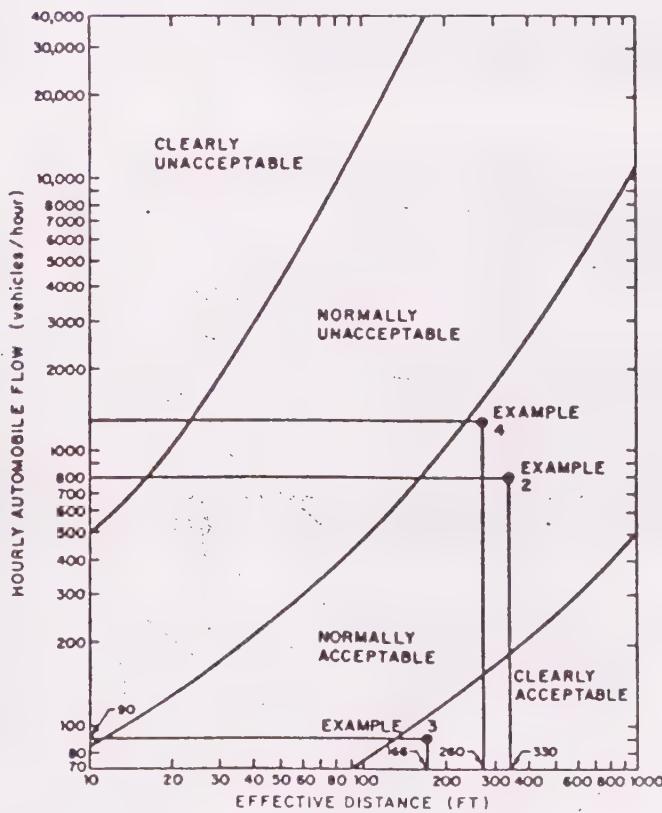
Example 2: Road #1 meets the three conditions that allow for an immediate evaluation. In obtaining the information necessary for this evaluation, we found that the hourly automobile flow is 800 vehicles. On Figure 2, we locate on the vertical scale the point representing 800 vehicles/hr and on the horizontal scale the point representing 330 ft. (Note that we must estimate the location of this point.) Using a straight-edge, we draw lines to connect these two values and find that the site's exposure to automobile noise from this road is Normally Acceptable.

Example 3: Road #2 has a stop sign at 750 ft from the site. The hourly automobile flow is reported as being 900 vehicles. We adjust for stop-and-go traffic

$$900 \times 0.1 = 90 \text{ vehicles}$$

and find from Figure 2 that the exposure to automobile noise is Clearly Acceptable.

Example 4: Road #3 is a depressed highway. There is no traffic signal or stop sign and the mean speed is 60 mph. The hourly automobile flow is 1200 vehicles. The road profile shields all residential levels of the housing from line-of-sight to the traffic. The only adjustment that can be made is the barrier adjustment. This adjustment is necessary, however, only when the site's exposure to noise has been found Clearly or Normally Unacceptable. Figure 2 shows that the exposure to automobile noise is Normally Acceptable. Therefore, no adjustment for barrier is necessary.



Example of How Figure 2 is Used to Evaluate Site Exposure to Automobile Noise.

TRUCK TRAFFIC

The numbers in Figure 3, which is used to evaluate the site's exposure to truck noise, were arrived at with the following assumptions:

- There is a road gradient of less than 3%.
- There is no traffic signal or stop sign within 800 ft of the site.
- The mean truck traffic speed is 30 mph.
- There is line-of-sight exposure from the site to the road - i.e., there is no barrier which effectively shields the site from the road.

If a road meets these four conditions, proceed to Figure 3 for an immediate evaluation of the site's exposure to truck noise from that road.

But

if any of the conditions are different, make the necessary adjustment(s) listed below and then use Figure 3 for the evaluation.

ADJUSTMENTS FOR TRUCK TRAFFIC

Road Gradient:

If there is a gradient of 3% or more, multiply the number of trucks per hour in the uphill direction by the appropriate adjustment factor.

% of Gradient	Adjustment Factor
3-4 %	1.4
5-6 %	1.7
More than 6 %	2.5

Add to this adjusted figure the number of trucks per hour in the downhill direction and record your answer on line 7.

Example 5: Road #1 meets the four conditions that allow for an immediate evaluation. The hourly truck flow is 60 vehicles. Figure 3 shows that the site's exposure to truck noise from this road is Normally Acceptable.

Example 6: Road #2 has a stop sign at 750 ft from the site. There is also a road gradient of 4%. No trucks are allowed on this road, but 4 buses per hour are scheduled - 2 in each direction.

We adjust first for gradient

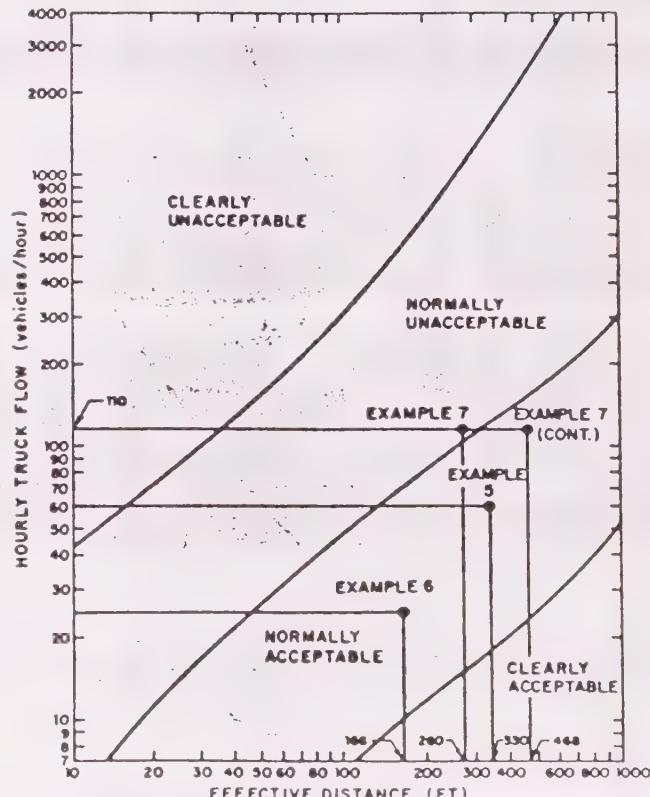
uphill: $2 \times 1.4 = 2.8$ vehicles

downhill: 2. vehicles

total flow: 4.8 vehicles

And then adjust for stop-and-go traffic (see next page)

$4.8 \times 5 = 24$ vehicles (per hour)



Example of How Figure 3 is Used to Evaluate the Site's Exposure to Truck Noise.

Stop-and-go Traffic:

If there is a traffic signal or stop sign within 800 ft of the site, multiply by 5 the total number of trucks. Record your answer on line 8. (If the truck traffic has already been adjusted for gradient, use the number on line 7; if not, use the number of trucks on line 3c for this calculation.)

Mean Traffic Speed:

Make this adjustment only if there is no traffic signal or stop sign within 800 ft of the site and the mean speed is not 30 mph.

If the mean truck speed differs with direction treat the uphill and downhill traffic separately. Multiply each by the appropriate adjustment factor below.

Add these two numbers and record your answer on line 9. (Remember that the uphill traffic may have been adjusted for road gradient.)

But

if the mean truck speed is the same for both directions, then multiply the total number of trucks (from either line 3c or line 7) by the appropriate adjustment factor. Record your answer on line 9.

Mean Traffic Speed (mph)	Adjustment Factor
20	1.60
25	1.20
30	1.00
35	0.88
40	0.75
45	0.69
50	0.63
55	0.57
60	0.50
65	0.46
70	0.43

20	1.60
25	1.20
30	1.00
35	0.88
40	0.75
45	0.69
50	0.63
55	0.57
60	0.50
65	0.46
70	0.43

Example 6 (continued)

Figure 3 shows that the exposure to truck (bus) noise from this road is *Normally Acceptable*.

Example 7: The profile of Road #3 shields all residential levels of the housing from line-of-sight to the traffic. The mean truck speed is 50 mph. The hourly truck flow is 175 vehicles. We adjust for mean speed

$$175 \times 0.63 = 110.25 \\ = 110 \text{ vehicles}$$

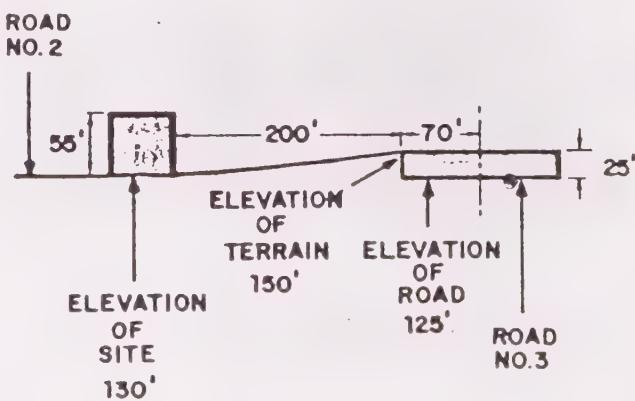
and find from Figure 3 that exposure to truck noise is *Normally Unacceptable*. Therefore, we proceed with the barrier adjustment (see next page).

Example 7 (cont): Road #3 has been depressed 25 ft from the 150 ft elevation of the natural terrain. The actual road elevation, therefore, is 125 ft. We find the effective road elevation to be

$$125 + 5 = 130 \text{ ft.}$$

Six stories are planned for the housing, which is located at an elevation of 130 ft. The effective site elevation for the highest story is:

$$6 \times 10 = 60 + 130 - 5 = 185 \text{ ft.}$$



Detail of Site Showing the Measurements Necessary for a Barrier Adjustment.

Barrier Adjustment:

Note: A barrier may be formed by the road profile, by a solid wall or embankment, by a continuous row of buildings, or by the terrain itself. To be an effective shield, however, the barrier must block all residential levels of all buildings from line-of-sight to the road, and it must not have any gaps that would allow noise to leak through.

This adjustment is necessary only when the site's exposure to noise from a road has been found Normally or Clearly Unacceptable.

To make the barrier adjustment, you should first record on line 10 the distance between the site and the barrier and on line 11 the distance between the center of the road and the barrier; then you should determine the differences in effective elevation between (1) the site and the road and (2) the barrier and the road as follows:

Step 1. From the City (County) Engineer, obtain the elevation of the road. (Roads may be elevated above the natural terrain or may be depressed, as in our example; make certain, therefore, that the figure you obtain for road elevation takes any such change into account.) Add 5 ft to this figure to obtain the effective road elevation and record your answer on line 12.

Step 2. From the applicant, obtain the ground elevation of the site and the number of stories in the proposed housing. Multiply the number of stories by 10 ft. Add the site elevation and then subtract 5 ft from this total to obtain the effective site elevation. Record your answer on line 13.

Step 3. From the City (County) Engineer or a contour map, obtain the elevation of the terrain where the barrier is located. Add the actual height of the barrier to obtain the effective barrier elevation. Record your answer on line 14. (Note that in some cases, as in our example, the barrier is formed by the road profile and the elevation of the terrain is the effective barrier elevation.)

Example 7 (continued)

The barrier, which is formed by the road profile, has no height other than the 150 ft elevation of the natural terrain. Thus, the effective barrier elevation is 150 ft.

The difference in effective elevation between (1) the site and the road is 55 ft and (2) the barrier and the road is 20 ft.

We now use Figure 4 to find the barrier adjustment factor.

Example of Barrier Adjustment

- The distance from the site to the barrier is 200 ft.
- The distance from the center of the road to the barrier is 70 ft.
- The difference in effective elevation between the site and the road is 55 ft.
- The difference in effective elevation between the barrier and the road is 20 ft.

On the vertical scale of Graph 1, we mark 200 ft and draw a straight horizontal line to meet the curve marked 70 ft. Then, we draw a vertical line down to Graph 2 to meet the point which represents 55 ft (note that we must guess the location) and a horizontal line over to Graph 3 to meet the curve marked 20 ft.

(Note: If the line from Graph 2 does not meet the appropriate curve on Graph 3, then the barrier is not an effective shield and there is no adjustment.)

Next, we draw a vertical line up to Graph 4 to meet the curve marked 4 (which is the number intersected by the line going from Graph 1 to Graph 2) and a horizontal line over to Graph 5 to meet the curve marked 200 ft. From Graph 5, we draw a vertical line down to the adjustment scale and find that our multiplier is 1.8.

Record the difference in effective elevation between the site (line 13) and the road (line 12) on line 15. Record the difference in effective elevation between the barrier (line 14) and the road (line 12) on line 16.

To find the barrier adjustment factor, you will need Figure 4, a straight edge, and the information recorded on lines 10, 11, 15, and 16. The Example of Barrier Adjustment explains how to use Figure 4.

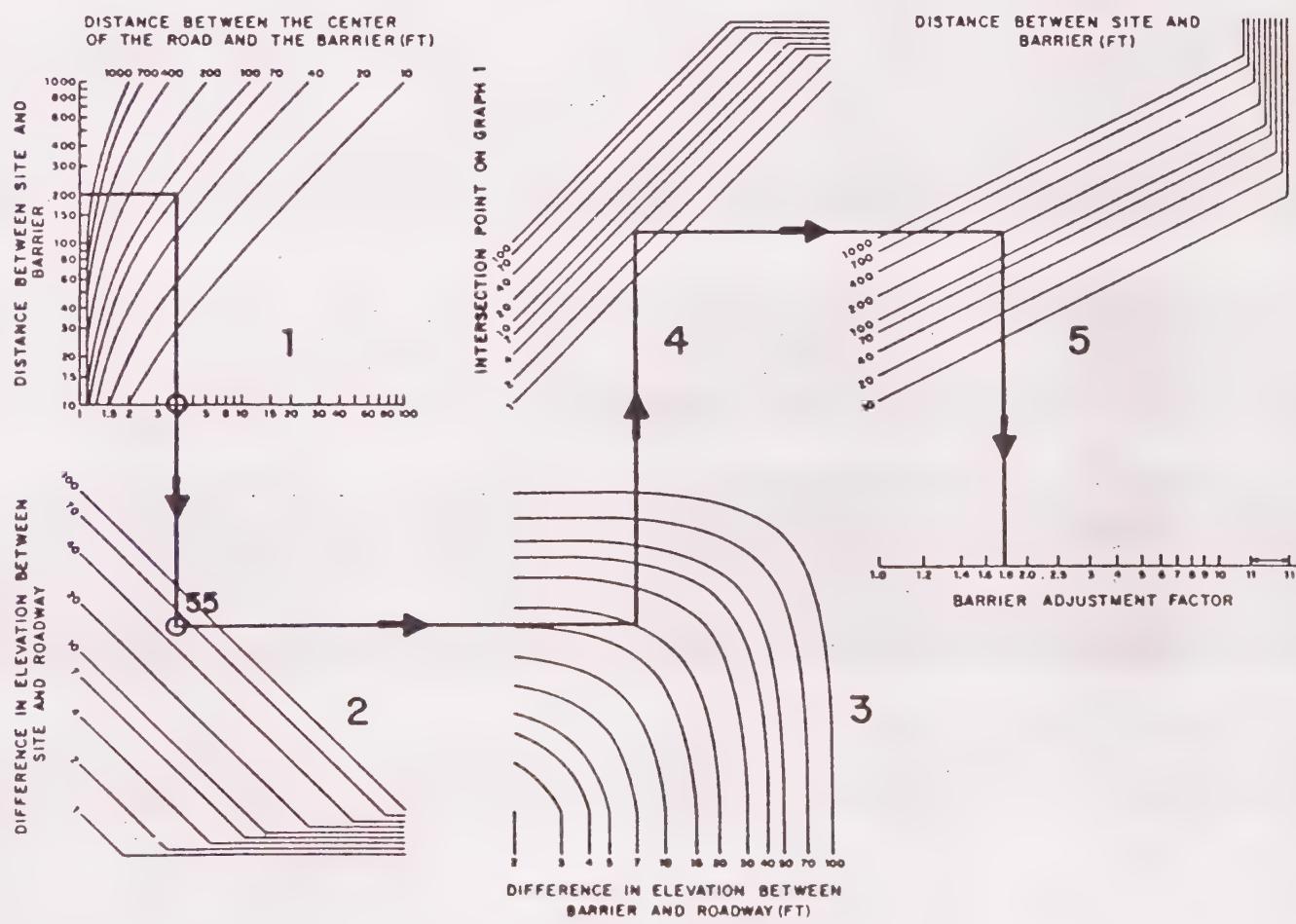
When you have determined the barrier adjustment factor, multiply line 4, the effective distance, by the adjustment factor to obtain the adjusted distance from the site to the road. Record your answer on line 17.

Example 7 (continued)

Using this multiplier, we adjust the effective distance

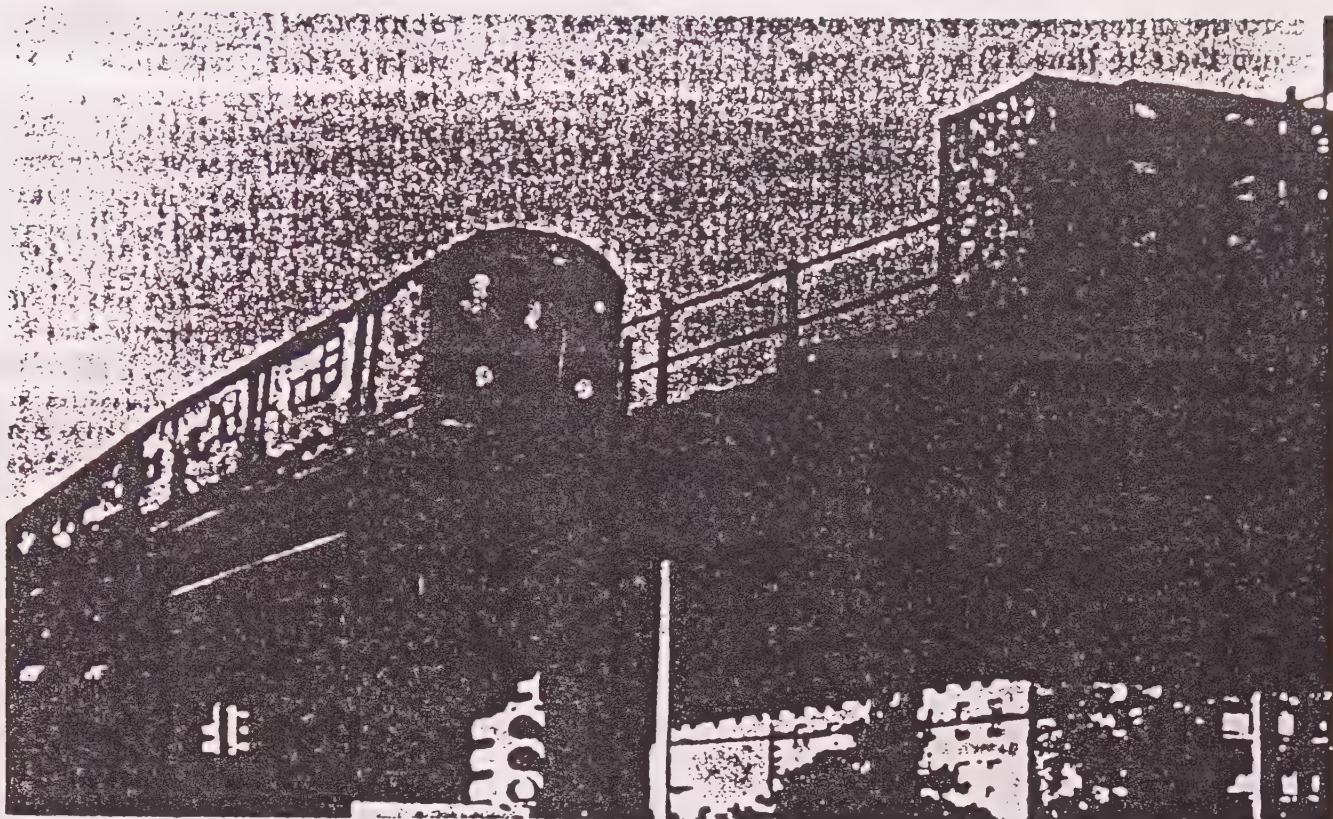
$$260 \times 1.8 = 468 \text{ ft}$$

and find from Figure 3 that the site's exposure to truck noise from this road is Normally Acceptable.



Example of How Figure 4 is Used to Find the Adjustment Factor.

Railways



NECESSARY INFORMATION

To evaluate a site's exposure to railway noise, you will need to consider all above-ground rapid transit lines and railroads within 3000 ft of the site. The information required for this evaluation is listed below under headings that indicate the most likely source.

Before beginning the evaluation, you should record the following information on Worksheet D —

From an area map and/or the (County) Engineer:

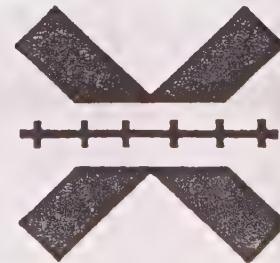
The distance from the site to the railway right-of-way.

Does a barrier effectively shield the site from the railway? (Remember that an effective barrier blocks all residential levels of all buildings from line-of-sight to the railway and has no gaps that would allow noise to leak through.)

From the Supervisor of Customer Relations for the railway:

The number of nighttime (10:00 p.m. — 7:00 a.m.) railway operations.

Any available information about approved plans for changing the number of nighttime operations.



EVALUATION OF SITE EXPOSURE TO RAILWAY NOISE

The distances in Table III were arrived at with the assumption that there are 10 or more nighttime (10:00 p.m. - 7:00 a.m.) railway operations.

If a railway has 10 or more nighttime operations, proceed to Table III for an immediate evaluation of the site's exposure to noise from that railway.

But

if a railway has fewer than 10 nighttime operations, multiply the distance from the site to that railway by the appropriate adjustment factor; then proceed to Table III.

Number of Nighttime Railway Operations	Adjustment Factor
1 - 2 operations	3.3
3 - 5 operations	1.7
6 - 9 operations	1.2

Example 1: The distance from the site to Railway #1 is 318 ft. There are 2 nighttime operations and there is direct line-of-sight to the right-of-way. Since there are fewer than 10 nighttime operations, we adjust the distance as follows:

$$318 \text{ ft} \times 3.3 = 1049 \text{ ft}$$

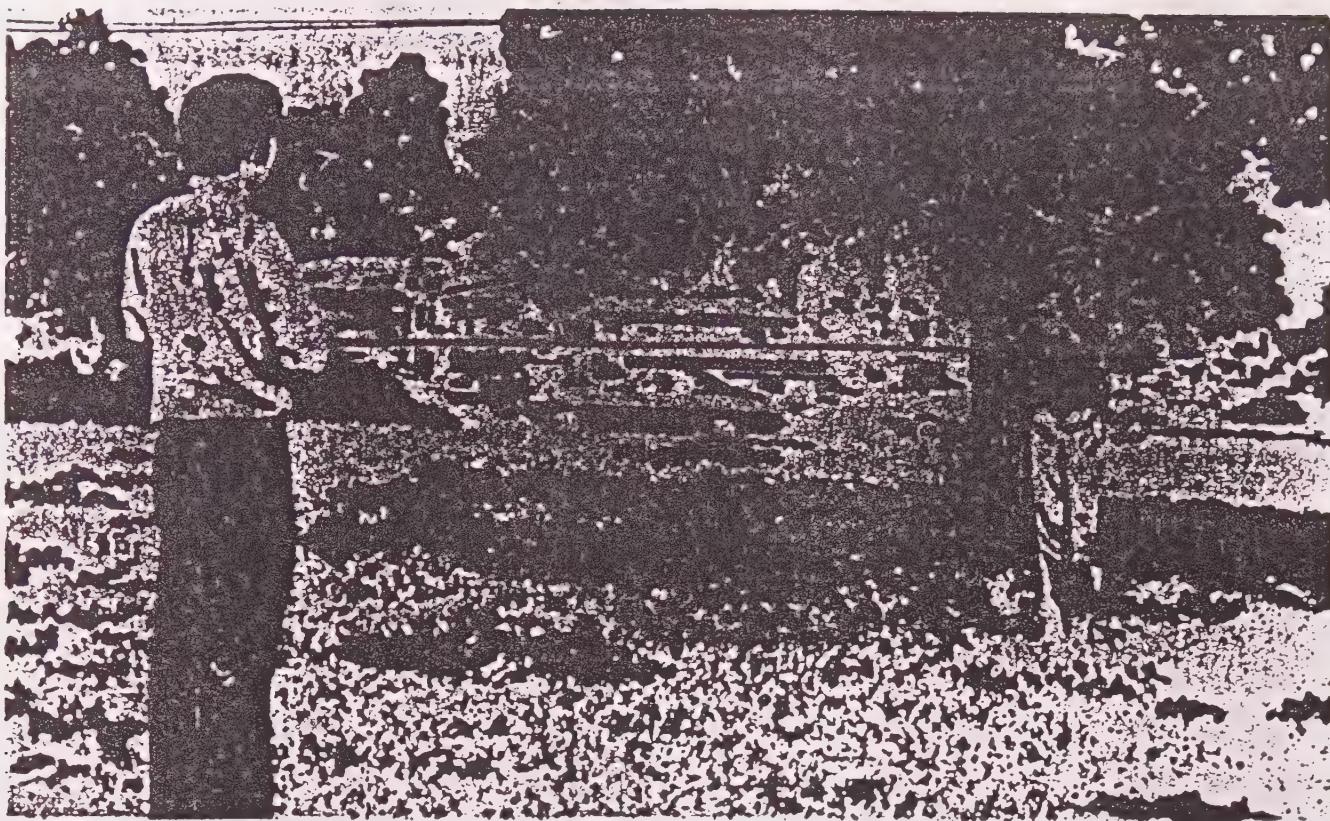
and then proceed to Table III where we find that the exposure to noise from this railway is Normally Acceptable.

Example 2: The distance from the site to Railway #2 is 550 ft. There are 20 nighttime railway operations and the site is completely shielded from the right-of-way. Since there are more than 10 nighttime operations, we proceed immediately to Table III and find that the site's exposure to noise from this railway is Clearly Acceptable.

TABLE III.
SITE EXPOSURE TO RAILWAY NOISE

Distance from Site to Right-of-Way: (Possibly adjusted for number of nighttime operations)		Acceptability Category
Line-of-Sight Exposure	Shielded Exposure	
More than 3000 ft	More than 500 ft	Clearly Acceptable
Between 601 and 3000 ft	Between 101 and 500 ft	Normally Acceptable
Between 101 and 600 ft	Between 51 and 100 ft	Normally Unacceptable
Less than 100 ft	Less than 50 ft	Clearly Unacceptable

Walk-Away Test



NECESSARY INFORMATION

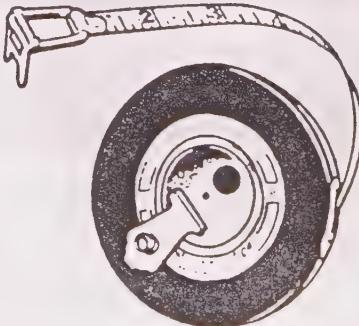
The Walk-Away Test is an optional evaluation that may be performed during any visit to the site. However, when the site's exposure to more than one source of noise is found Normally — rather than Clearly — Acceptable, the Walk-Away Test is strongly recommended as means of assessing the cumulative effects of noise from various sources.

The Walk-Away Test has been designed to evaluate — without reference to specific sources — the overall noise condition at a site. Since noise may vary during a 24-hour period, this test should be performed at those hours when noise is apt to be most severe — i. e., during the peak morning and afternoon traffic periods — and at those hours when noise is apt to be most annoying — i. e., between 10:00 p. m. and midnight when people are trying to go to sleep.

When performing a Walk-Away Test, you should record the following information on Worksheet E —

The date and time of the visit to the site.

The average of distances where understanding just becomes difficult.



EXPOSURE OF SITE TO OVERALL NOISE LEVELS

The Walk-Away Test requires two men who exchange roles as speaker and listener; thus, each person should have normal hearing and an average voice. To perform the test, you will need a 100-ft tape measure and some reading material with which both persons are unfamiliar.

The speaker should stand at fixed location, while the listener, starting at a distance of 2 or 3 ft, backs slowly away. The speaker should hold the reading material at chest height in such a way as not to block the direct path from himself to the listener. He should not raise his voice in an attempt to maintain communication.

At some point the listener will find that he can understand only a scattered word or two over a period of 10 seconds or more. At this point, measure the distance between the listener and the speaker.

For consistent and accurate results, this procedure should be repeated several times during each visit and the distances should be averaged. Also, the roles of speaker and listener should be reversed to average out variations of normal speaking levels and hearing acuity. After each visit, evaluate the site's overall noise levels by using Table IV.

Example: The site's exposure to both roadway and railway noise has been evaluated as Normally Acceptable. Therefore, we assess the overall noise levels during three separate weekday visits to the site. During Visit #1, made between 8:00 and 9:00 a.m., the distances where understanding just became difficult were 50 ft, 55 ft, and 54 ft for an average of 53 ft. The average of distances for Visit #2, made between 4:00 and 5:00 p.m., was 47 ft and for Visit #3, made between 10:00 and 11:00 p.m., was 68 ft.

Table IV shows that during each visit, the overall noise level at the site was Normally Acceptable.

TABLE IV.
SITE EXPOSURE TO OVERALL NOISE LEVELS

Distance Where Understanding Becomes Very Difficult	Acceptability Category
More than 70 ft	Clearly Acceptable
26 - 70 ft	Normally Acceptable
7 - 25 ft	Normally Unacceptable
Less than 7 ft	Clearly Unacceptable

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CONSERVATION ELEMENT

CONSERVATION ELEMENT

INTRODUCTION

Requirements:

Government Code 65302(d) State of California, requires the development of a conservation element in the comprehensive planning process. Within this code section the planning process may examine the following:

1. Water
2. Forests
3. Soils
4. Rivers and other waters
5. Fisheries
6. Wildlife
7. Minerals

While the above are mandatory, the following areas may be investigated if found appropriate:

1. Land and water reclamation
2. Flood control
3. Regulation of the land use in stream channels and other areas required to carry out the plan
4. Prevention, control, and correction of the erosion of soils, beaches, and shores
5. The location, quality, and quantity of rock, sand, and gravel resources.

While some of the required studies are not apposite to the City of Yreka, the interrelationship between the various mandatory and permissive studies and other areas of the Environmental Resources Management Program cannot be overlooked.

Other permissive elements in the Conservation Element have for the most part received consideration in various sections of the Environmental Resources Management Program developed for Yreka. Therefore, further discussion of these areas will not take place within the Conservation Element.

Conservation is an adjective meaning the art of preserving resources from decay, loss or injury. Conservation does not indicate a non-use category, but rather a concerted effort to maximize the use of specific lands while at the same time protecting their continued existence for future generations. The City of Yreka and other agencies are charged with the responsibility as the conservator by protecting these identified resources.

GOALS

GOAL 1 "It shall be the goal of the City of Yreka to maintain existing environmental systems."

Before restoration of damaged environmental systems can begin, steps must be taken to prevent the systems from further deteriorating. These steps may include new legislation by both the City of Yreka and Siskiyou County in the areas of air and water pollution control and stream encroachment as discussed in the Open Space and Scenic Highways Elements.

GOAL 2 "It shall be the goal of the City of Yreka to repair environmental systems damaged by past neglect or misuse."

Not only is it important to prevent further decay of environmental systems, it is more important to implement programs that will restore the air and water quality and other environmental systems to their natural states wherever possible.

GOAL 3 "It shall be the goal of the City of Yreka to preserve and develop the waterways within its boundaries in such a way as to prevent flooding and control erosion."

An important part of any conservation element is flood control, especially as it relates to erosion and property damage. It is possible to establish and implement projects designed for flood control and, at the same time, maintain open space corridors and provide additional recreation areas. These ideas, relative to Yreka Creek, Humbug Creek, and Juniper Creek, are discussed in the Open Space and Recreation Elements.

RECOMMENDATIONS

1. WATER

Urban water resources for Yreka have been developed at a distant site near Copco Park. This provides a more reliable source of water and protects the quality from contamination by development. This does not, however, remove the liability to protect the existing water resources from pollution and to develop maximum usage of existing water supplies.

Protection of existing minor watersheds from pollution, water and solid waste, can enhance the water quality in streams throughout Yreka. This is an important consideration in relation to the recommended use of these natural stream channels as scenic and open space areas.

Water conservation and protection is one of the more serious national efforts at the present time.

Sewage collection, treatment, and waste water disposal are the important areas of concern. Within Yreka the recent reconstruction of the sewage treatment plant and expansion of the discharge lagoons has adequately provided for collection, treatment, and discharge of sewage within the city.

As recommended in the Open Space Element, the treated water should be effectively utilized for the irrigation of a potential recreation area between Yreka Creek and I-5 Freeway. This effort would link the sanitary sewer system to open space and recreation effort and cause the maximum use of a waste product.

The tertiary use of treated sewage water has many potential applications. By recognizing the potential at this time and working towards utilization, the City of Yreka will be in an advantageous position when tertiary use becomes mandatory.

2. FORESTS

As discussed in the Open Space Element, the City of Yreka has no commercial stands of forests.

3. SOILS

No prime agriculture soils exist in the Yreka Study Area as identified in the Open Space Element. The particular soil types within Yreka show no unusual traits which would cause problems.

Care should be exercised as urbanization takes place that undo disturbance of the soils which will cause erosion is prevented.

4. RIVERS AND OTHER WATERS

The principal rivers identified in Siskiyou County are the Klamath, Salmon, and Scott Rivers. These rivers do not flow through Yreka. However, tributaries to the Klamath River include Shasta River, Humbug Creek, Yreka Creek, and Juniper Creek.

Humbug, Yreka, and Juniper Creeks are integral parts of the Environmental Resources Management Program as they are identified in the Open Space and Scenic Highways Elements. The conservation of these areas will significantly contribute to the implementation process.

The protection of these waterways can best be accomplished by adoption, application, and administration of an effective open space corridor zoning overlay as recommended in the Open Space and Scenic Highways Elements.

5. FISHERIES

Two areas require consideration. The first is Greenhorn Reservoir and the contribution this area

can make for recreation purposes. The second involves Yreka Creek and the need to improve the habitat for steelhead spawning.

Greenhorn Reservoir was identified in other elements of the plan as a major contributor to the open space and recreation programming for Yreka. One of its potential uses which could be expanded includes sport fishing. The waters of the reservoir are fairly shallow and hence warm during the summer. As a result, species of fish would be restricted to the "pan fish" types.

This type of sport fishing is an important asset and should be protected and expanded. Care should be taken to protect and improve the water quality of Greenhorn Reservoir.

Yreka Creek has been identified as a stream in which Shasta River steelhead run and spawn. The Department of Fish and Game has been attempting to improve the conditions of Yreka Creek to encourage and protect the return of steelhead to this area.

While the recommendations of the Open Space and Scenic Highways Elements will improve the character of Yreka Creek, if implemented, additional consideration must be given to the quality and quantity of water in the stream if the steelhead are to be protected.

Recommendation:

"It is recommended that the City of Yreka and Siskiyou County work cooperatively with the State Department of Fish and Game to maintain and improve the fish spawning areas in Yreka Creek and to establish a recreational fishing program in Greenhorn Reservoir."

6. WILDLIFE

Deer, quail, and other wildlife are abundant near and around the City of Yreka adding a unique quality of living. However, with the extensive Forest Service, BLM, and Wilderness areas in the immediate area, there is no threat to wildlife existence. No serious damage to wildlife habitat will occur from further urban expansion.

This area of discussion was given consideration in the Open Space Element. While the displacement of wildlife from the immediate area by urban expansion will result in the loss of a community quality, the loss will not be permanent to wildlife itself.

7. MINERALS

As identified in the Open Space Element, minerals (gold) had an important historical contribution to Yreka. The historical legacy remaining is probably the most important contribution from mineral resources to the city.

While mining in small claims and dredging or panning will continue, it is not anticipated that mineral production will be a significant part of the Yreka community activity. In addition, there were no major mineral or aggregate deposits identified which would require protection.

8. GRAVEL REMOVAL

While in certain areas of Yreka Creek it may be

desirable to remove gravel or alter the stream channel for flood control, it should be done only when necessary and very carefully. This activity could be controlled by requiring a permit from the City. Through this process coordination should be maintained with the State Fish and Game Department. Siskiyou County should be encouraged to implement the same permit requirements on the tributaries to Yreka Creek outside the city.

YREKA CALIFORNIA



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P D A
PLANNING & DESIGN
ASSOCIATES
MEDFORD, OREGON

OPEN SPACE ELEMENT

OPEN SPACE ELEMENT

INTRODUCTION

Definition:

Open space is non-development. Open space is a stream, lake, park, landscaped area, or simply a refuge from man-made environment.

In this capacity open space has been viewed as a luxury which can only be accommodated when the maximum economic return has been gained from the land. In recent years more concern has been expressed about all aspects of open space and the important role it plays in our everyday lives.

Man has developed the ability to alter his environment significantly. The environment, also, exercises considerable control over the existence of man. Ideally, man should attempt to live in harmony with nature and utilize its natural amenities to create the best possible living conditions.

Objective:

The objective of open space planning is to define those areas of critical concern and develop an adequate program to protect, maintain, and perpetuate these areas. By utilizing open space in harmony with economic growth and urban expansion, the greatest benefit can be achieved for the people of the community.

Open space land, as defined in Government Code 65560, includes all uses of land which in some manner provide public recreation, scenic enjoyment, agriculture production, conservation, or use of natural resources and special uses which enhance the aesthetic appearance and livability of the community. Open space lands include, but are not limited to, the following areas:

1. Agricultural lands
2. Natural resource lands
3. Playlots and vest pocket parks
4. Neighborhood parks
5. District parks and large urban parks
6. Regional parks
7. Special areas
8. Cemeteries
9. Watershed and ground water recharge land
10. Reservoirs
11. Stream channels and flood plains
12. Scenic areas
13. Wildlife habitats
14. BLM land

From the description of open space, it is apparent that the Open Space Element in the planning process will include discussions and further examination of other planning elements. Areas which overlap into other planning elements will be identified in the Open Space discussion and left for further examination.

GOALS

GOAL 1

"It shall be the goal of the City of Yreka to use open space in harmony with other land use activities."

Community development is measured in terms of physical and economic development of land. Productivity of land is the criteria most often used as a guide for development and, as a result, open space and related functions suffer. When a community is able to recognize and achieve an adequate balance between physical development and open space, an effective environmental resources management program results. To use open space in harmony with other land use can achieve increased livability. Open space provides areas of intrinsic value and also serves as a buffer between incompatible land uses, thereby reducing land use conflicts and enhancing the entire community.

GOAL 2

"It shall be the goal of the City of Yreka to develop new open spaces and recreation facilities."

The changing characteristics of communities--more leisure time, the increase in elderly population, higher living standards, and economically disadvantaged families--no longer permits a community to provide only parks to satisfy the open space and recreation needs of its population. It is essential to recognize the characteristics of community congestion and provide additional open spaces to ease the impact of higher density on the individual.

GOAL 3

"It shall be the goal of the City of Yreka to utilize and develop open space areas to the fullest potential."

By recognizing the value of open space areas and developing these areas to the greatest community benefit, the full potential of open space may be realized. Open space provides an important relief to the intensity of urban living, thereby further enhancing the livability of the community. Open space can add an important aesthetic dimension to the community oftentimes neglected. Open space can serve as a buffer between incompatible land uses and reduce the blighting effects of this type of land use conflict.

GOAL 4

"As open space includes many elements of public recreation and related needs, it shall be the goal of the City of Yreka to interrelate these various elements to maximize the efficiency of open space use."

cognizing open space as an important land use does not justify single-purpose acquisition or development. The most economic use of open space areas can result in joint use and function. Through the joint-use concept, the greatest economy of open space use and cost can be achieved. Open space development, with joint-use objectives in mind, must be done systematically with specific objectives in mind.

RECOMMENDATIONS

1. AGRICULTURAL LANDS

From the soils information available, through the Soil Conservation Service, there are no prime agricultural lands within the Yreka Study Area. As a result, the City of Yreka cannot anticipate the use of agricultural lands as an integral part of the open space environment.

Since there are no prime agricultural lands within the Yreka Study Area, application of the Land Conservation Act (Government Code 51220) would not be appropriate. At the present time there are no lands under Land Conservation contract within the Study Area.

Since there are no prime agricultural lands in the Study Area, the City of Yreka should formally protest any applications for Land Conservation Contracts.

By not having agricultural lands as a major source of open space within the urban environment, adequate steps must be taken to establish other appropriate open space areas.

Recommendation:

"It is recommended that no lands within the Yreka Study Area be placed under contract or agreement as permitted by the Land Conservation Act of 1967 (Williamson Bill). All such applications should be formally protested by the Yreka City Council."

2. NATURAL RESOURCE LAND

The existence of Natural Resource Land within the Study Area is extremely limited. Useful natural resources are limited primarily to gravel, sand, and aggregate. Gold, the primary resource responsible for the establishment of the City of Yreka, has been depleted and no longer plays an important role in the economy.

Urbanizing areas have experienced problems in identification of usable natural resources. The development of townsites have had little concern for protection of natural resources and are the result of their unique history. As a result, useful natural resources are covered by the urban environment and are rendered unrecoverable.

It is important to coordinate the natural resource utilization in harmony with community expansion. Fortunately for the City of Yreka, the areas containing potential natural resource materials are publicly owned or have limited development potential. These areas include the Greenhorn Reservoir and upstream gravels, Yreka Creek downstream from the Interstate 5 and State Highway 263 intersection, and the aggregate barrow in Section 23, T45N R7W, which is located north of Highway 263 and east of I-5 Freeway.

Timber is a natural resource which is very important to the Yreka economy. However, timber is harvested from nearby federal and private forest lands which are outside the Study Area.

Natural resources are a negligible part of the City of Yreka environment. It is not anticipated that natural resource protection will be a major concern to Yreka. Further, the protection or harvesting of natural resources will not interfere with community expansion. In the limited areas of resource potential, existing ownership or geographic location will provide adequate protection.

3. PLAYLOTS AND VEST POCKET PARKS

At present there is only one playlot or vest pocket park in the City of Yreka. Discovery Park, located in the northwest sector of the community, provides an open space facility with play equipment and picnic facilities. This area is a welcome relief in the predominantly single family development area.

Discovery Park serves the neighborhood in which it is located very well. With additional growth and maturity, this area will become a very attractive asset to the community.

As playlots are to serve a population of 500 to 2,500, the City of Yreka should develop an additional playlot facility in the southwest sector of the community.

As the community develops, the City of Yreka should be cognizant of the expanded need for playlot facilities. Opportunities to develop playlots on small parcels throughout the community should be utilized whenever possible. The addition of small open areas in the form of playlots or vest pocket parks adds to the livability of any neighborhood.

Recommendations:

"A playlot or vest pocket park should be located in the southwest sector of the community to meet recommended open space standards."

"Opportunities to develop additional vest pocket parks should be exercised by the City of Yreka to reduce the distance between this type of open space use."

4. NEIGHBORHOOD PARKS

Neighborhood parks are those areas which range in size from 5 to 20 acres and serve a population from 2 to 10,000. The service area is from 1/4 to 1/2 mile.

Within Yreka there are two developed neighborhood parks--Ringe Park and Yreka City Park. From the applied standards these two parks are inadequate to fulfill the existing needs of Yreka. In addition, the close proximity of these parks causes a considerable overlap in service area.

Ringe Park and Yreka City Park adequately serve the northerly two-thirds of the city. This points out the obvious need for an additional neighborhood park in the southerly portion of the community.

The City-owned property at Shasta Avenue could serve as an additional neighborhood park even though it is less than the recommended acreage. By developing this site, adequate neighborhood park lands would be available to serve the present population.

To adequately meet the neighborhood park requirements and further enhance the community, joint use of school lands should be given consideration. With joint use of lands, Ringe Park could be expanded and the site at Shasta Avenue expanded and meet full-size requirements.

Joint use of lands maximizes the use of open space lands and minimizes the cost to the community. Through this vehicle, neighborhood park requirements can be met by the City of Yreka now and in the future.

Recommendations:

"A joint-use policy should be established with the school districts and other public agencies, as appropriate, for the utilization of open space lands."

"A neighborhood park facility should be developed on the Shasta Avenue site in conjunction with the elementary school land."

5. DISTRICT PARKS AND LARGE URBAN PARKS

District parks and large urban parks have been grouped together due to the size of Yreka (1970 population 5,394). Both district and large urban parks are designed to serve a population greater than the present population of Yreka--(10,000 to 50,000 persons for district parks and 50,000 for large urban parks).

In this category, Greenhorn Reservoir qualifies as a district or large urban park with approximately 178 acres and is close enough to serve the

entire population of Yreka. Many surrounding areas would be very desirable for expansion. The watershed for Greenhorn Reservoir would be a natural area to incorporate into this parksite as the need demanded.

Utilizing Greenhorn Reservoir as a district or large urban park to serve Yreka is desirable and emphasis should be placed on adequate development of the site to utilize its fullest potential. The existing facilities will not accommodate large numbers of users.

A comprehensive plan should be developed for this area and facilities which complement district and large urban parks should be included. By this means, the best possible utilization of the Greenhorn Reservoir will be realized.

Recommendation:

"A comprehensive plan should be established for Greenhorn Reservoir and development of this site, in compliance with the adopted plan, should be undertaken."

6. REGIONAL PARKS

The City of Yreka is fortunate to have within a very short distance large tracts of land held in public ownership--Klamath National Forest. In addition, the Marble Mountain Wilderness Area provides a degree of regional open space which would be the envy of many communities.

Within the Klamath National Forest there are 1,694,597 acres of public land, of which 249,000 are dedicated to the Marble Mountain Wilderness Area. Within these areas and accessible to the residents of Yreka are a large number of recreational opportunities. These include fishing, hunting, hiking, camping, and scenic motoring.

An examination of the material available from the Klamath Ranger District Office lists the facilities available and provides an indication of the value of this open space resource. Obviously, the Klamath National Forest fulfills the regional park and open space needs for the City of Yreka; therefore, Yreka need not project future regional open space needs. However, the City should continually review the multi-use programs developed by the Forest Service to determine if this valuable resource is being jeopardized.

The Klamath National Forest also serves as the westerly scenic view from Yreka. This publicly owned land provides an important scenic attribute as well as providing valuable open space and recreational functions.

The Klamath National Forest has a drawing power exceeding the demands of Yreka. This recreational area increases tourist activities throughout Northern California. The City of Yreka is the

recipient of much of the tourist spending and, as a result, the Forest Service lands enhance the local economy.

7. SPECIAL AREAS - HISTORIC DOWNTOWN

The historical area of downtown Yreka is a unique area and through restoration can provide a unique recreational area to people. This area not only contributes to the enjoyment of people but provides an economic potential for the community as well.

Probably the greatest potential of downtown Yreka lies in its ability to attract tourists to the community. Tourism is related to leisure activities and this important contribution is not to be overlooked.

Recommendation:

"It is recommended that the historic area of downtown Yreka be restored to fully capture its leisure-time attraction and economic value. Further analysis of the downtown will be offered in later studies of Yreka. The value of recognizing this area as an open space leisure activity should not be overlooked."

7. SPECIAL AREAS - NORTH STREET & NORTH GOLD

The intersection of North Street and North Gold (northwest corner) a parcel of land owned by the City of Yreka and dissected by Humbug Creek should be incorporated into the open space environment. This area of approximately 33,250 square feet should be landscaped. Humbug Creek may be incorporated into the landscape design to further enhance the natural aspects of the site. If the area is to be included as a playlot or vest pocket park, Humbug Creek would require special treatment to make it safe for small children.

Recommendation:

"It is recommended the parcel of land at the northwest corner of North Street and North Gold be landscaped, incorporating Humbug Creek as an integral part of the design concept."

7. SPECIAL AREAS - SISKIYOU COUNTY FAIRGROUNDS

The Siskiyou County Fairgrounds occupies a substantial block of property (106.68 acres) east of I-5 Freeway and, if utilized to its fullest potential, will add considerably to the open space net. The emphasis in fairground utilization is multi-use facilities to provide maximum use of facilities to the greatest community benefit. The Siskiyou County Fair Board, cognizant of this responsibility, has been developing this area and contributing significantly to the City of Yreka.

In addition to the alternative uses established by the fair board and projected programs for the fairgrounds area, it is suggested that Yreka Creek and Juniper Creek through this area be protected and developed to provide scenic and recreation value to the fairgrounds land.

Because of its relative isolation from residential areas, intensive juvenile recreation facilities are not recommended. Activities, which require extensive land, should be included such as: Little League and Babe Ruth baseball, equestrian activities (stables), various shows and exhibits.

Recommendations:

"Yreka Creek and Juniper Creek should be protected and developed through the fairgrounds to add scenic and recreation attractions to the fair site."

"Recreation with extensive land requirements should be developed as a part of the multi-use of the fairgrounds."

7. SPECIAL AREAS - YREKA OVERNIGHT PARK

The Yreka Overnight Park provides space for tourists to spend the night in a designated area. This open space area is important to the economy and provides a needed facility in close relation to the I-5 Freeway.

This facility, when considered in relation to the Yreka Water Treatment facility and the recent acquisition of land to the northeast, substantially increases this area in importance. While the primary purpose of the land acquisition is for waste water discharge, the development of this site for open space and recreation has tremendous possibilities. Through irrigation by waste water, the area will become a green scenic addition as well as provide the opportunity to further develop parks, recreation areas, a golf course, and possible economic facilities such as restaurants.

This activity points out the importance of the interrelationship between various city functions. Waste water areas can be made into attractive open space and recreation areas by proper planning. There is no reason why the water resource from sewage treatment should be wasted when it can be used for irrigation of landscaped areas.

Recommendations:

"The land near the water treatment facility should utilize the discharge water for irrigation of expanded and developed open space and recreation facilities."

"An adequate plan should be developed to maximize the use of the land and water resources of this area and implementation should follow the plan adopted."

8. CEMETERIES

Recent trends have encouraged more active utilization of cemetery areas as open space and limited recreation areas. The passive quiet of cemetery areas is one of the most obvious experiences.

There are several areas of developed cemeteries within Yreka with adequate expansion programmed by the Cemetery District. While this land use is sufficient to inter the deceased, the consideration for open space application may have been overlooked.

Traditionally, cemetery areas have been protected as a place for the dead. It is the living which must be the beneficiaries of land use and the traditional attitudes toward cemetery use are undergoing a re-evaluation. A national social change is taking place and cemetery areas are being opened for other activities. The processes of interment are undergoing a rapid change as well, which provides opportunities to integrate open space use and cemetery lands.

Consideration should be given to a more extensive use of cemeteries as open space and allow controlled multi-use of these areas. Historical graves are evident in Yreka and they do provide interest to the community and insight into its historic era. Bicycling on existing roads might be encouraged. Natural areas for nature studies, bird sanctuaries, etc. could be developed within the cemetery grounds.

As the community attitudes toward interment change, the burial of the deceased can take different forms other than the traditional grave site. For example, a memorial garden can be created and the deceased interred within, with one memorial plaque identifying all persons placed in the area. The concept here is to leave the surface of the grounds free of encumbrances for ease of maintenance and for use as passive recreation areas, such as gardens, arboretums, etc.

This concept will allow the dead to provide a lasting living memorial for the enjoyment of the living.

There are many ideas which can be considered to more effectively utilize cemetery areas in concert with open space. By allowing these areas to be appropriately used, a multi-use concept can result.

9. WATERSHED AND GROUND WATER RECHARGE LAND

There are no identified important aquifers within the Yreka Study Area. While the soil mantle is recognized to be extremely porous, the major ground water recharge is believed to be developed at higher elevations in the surrounding mountains.

The more mountainous areas receive greater precipitation and provide larger areas for infiltration

into aquifers. The City of Yreka develops its water supply from distant watersheds; therefore, disruption of the underground water recharge will have little effect on the existing and projected development of Yreka.

Most of the watershed areas around Yreka are limited in scope and capacity. Only Yreka Creek is of sufficient size and capacity to maintain a year-round flow.

Watersheds in themselves contribute little to Yreka. The municipal water supply is not dependent on the watersheds, and the limited nature of the local watersheds are little hindrance to future growth. Caution must be exercised, however, as urban expansion increases run-off within the Yreka watershed areas, storm drains or natural channels will not have adequate capacity. Land use projections and drainage programs are mandatory to prevent this problem.

In relation to open space contributions, the stream courses associated with watersheds are an important element. As previously discussed, these stream courses are a natural amenity and should be utilized.

Recommendation:

"Greenhorn Creek watershed may be considered fragile in relation to the projected district park use around Greenhorn Reservoir. It is recommended that watershed be protected from undue development and set aside by scenic corridor zoning."

10. RESERVOIRS

Greenhorn Reservoir is the only body of water contained within the Yreka Study Area. For the purposes of discussion within the open space study the use of Greenhorn Reservoir is adequately identified under the District Park discussion. Further identification of this area will be made in the Park and Recreation Element.

Greenhorn Reservoir was constructed by WPA as a water project. Yreka presently has developed a superior water source at a more remote location, thereby relieving the need for domestic water impoundment. As a result, the primary function of this reservoir is limited to recreation.

There are no known plans to construct other water impoundment within Yreka. The limited watershed areas and no apparent need would reinforce this attitude. There appears to be no need or reason for further reservoir construction.

11. STREAM CHANNELS AND FLOOD PLAINS

Humbug Creek

The majority of Humbug Creek within Yreka has been reduced to storm drain use. As a result, this

watercourse has little scenic contribution in its present state.

The creek area beyond Yreka, extending westerly, is virtually undisturbed and should be included in a scenic corridor. Discussions later in the open space report show how Humbug Creek could add significantly to the open space program of Yreka.

Consideration should be given Humbug Creek from its confluence with Yreka Creek westerly to approximately South Street. There are alternatives available for the treatment of this streamcourse.

One alternative would be to underground this waterway and convert it to a true storm drain facility. By acquiring the land or easements a pedestrian path could be developed along its entire length.

Another alternative would be to underground the stream and eliminate this waterway from the open space considerations of Yreka.

A third alternative would be to restore the streamcourse to a controlled and green corridor through the community. Humbug Creek could never be restored to a natural state, but it could be restored to an attractive open space corridor.

11. STREAM CHANNELS AND FLOOD PLAINS

Greenhorn Creek

Two distinct areas of Greenhorn Creek require discussion. These areas are divided by Greenhorn Reservoir.

The first area above Greenhorn Reservoir is unique in some aspects as a result of former gold dredging in the streambed. In addition, this waterway is the major source of water supply for the reservoir and should be protected to enhance the recreation potential of the reservoir.

Areas of Greenhorn Creek above Greenhorn Reservoir are important scenic and open space contributions to the area. This portion of the watercourse is worthy of protection for present recreation usage and for future development of additional recreational areas as the need develops.

That portion of Greenhorn Creek below Greenhorn Reservoir has been significantly altered and does not add to the scenic quality of Yreka. However, by utilizing this portion of Greenhorn Creek, if properly treated, a green buffer would be added to an area developing heavy commercial and industrial land uses. In addition, the acreage owned by the City of Yreka below Greenhorn Reservoir might be practically developed for recreation purposes. Greenhorn Creek would be an integral part of this development.

12. SCENIC AREAS

Scenic lands are broadly defined as lands which possess outstanding scenic qualities worthy of preservation.

The outstanding scenic attribute of Yreka is the distant mountain range. This scenic attraction gives pleasure and stature to the community. However, such distant scenic areas are beyond the influence of Yreka and cannot be effectively monitored by the City.

Fortunately, the majority of the scenic surroundings are held in public ownership (Klamath National Forest) and the multi-purpose use of these lands will not jeopardize the scenic beauty significantly. As a result, the surrounding mountains will continue to be a scenic asset to Yreka.

In examination of the scenic attractions of Yreka a more systematic inventory must be taken. By definition, the scenic areas are those which possess existing scenic qualities which should be preserved. Examination should follow natural scenic areas and not include man-made open spaces.

Yreka Creek: The natural beauty of Yreka Creek, which dissects the community south to north, has been violated extensively by urban development and the construction of Interstate 5 Freeway. As a result, the maximum potential use of this waterway has been reduced.

Nevertheless, Yreka Creek has scenic and open space value. With the goal of repairing damaged environmental systems, a long-range rehabilitation of this waterway should be undertaken. The improvement of Yreka Creek would further enhance its scenic contribution.

Because of the Interstate 5 construction, Yreka Creek cannot be utilized as scenic open space and contribute greatly to the environment of the community.

The more important function of Yreka Creek would be to serve as a land use buffer, scenic highway attraction, and open space contribution to the city. While all of these functions are interrelated with the scenic areas discussion, the important factor is to utilize this important area in harmony with development and not abuse its natural contribution to the area.

Recommendation:

"It is recommended that Yreka Creek be protected from further degradation and the damaged natural features be rehabilitated to an acceptable level to enhance its scenic contribution to the City of Yreka."

13. WILDLIFE HABITAT

The purpose of examining wildlife habitat as a part of open space planning is to identify unique or endangered species which may be indigenous to the area. In the Yreka Study Area no unique or endangered species were found.

Obvious to even the casual observer are numbers of deer, birds and other wildlife within the Yreka Study Area. However, with the proximity of existing forest lands, there is little danger that the present wildlife will be endangered.

14. BLM LAND

While the recommendations of this open space report emphasize the development of existing open space area, it would seem appropriate to negotiate the acquisition of the BLM land located in the north-westerly sector of Yreka (Northwest Quarter, Section 21, R7W, T45N, MDB&M). This large parcel would provide a natural area for passive recreation uses, such as hiking, riding, picnicking, etc.

Access from Yreka to this land could be developed along Humbug Creek. By developing an open space corridor along this watercourse, nature trails could be developed to allow hiking and equestrian activities. This corridor would add an important dimension to the open space program for Yreka.

This development would also serve as a connection between Yreka and Klamath National Forest lands. The property presently owned by BLM is adjacent to the Klamath National Forest and, for the more ambitious, extended hiking or riding opportunities would be available.

ACTION PROGRAM

ACQUISITION:

From the study of open space needs in the City of Yreka, it has been determined that implementation rather than acquisition should be stressed. However, there are specific acquisition activities which should be given consideration.

The BLM land discussed in the body of the Open Space report should be acquired by the City of Yreka. This land, held in public ownership (federal) should be deeded to the City at no cost. This action usually results in the land being encumbered to restrict its use to recreation and open space. This restriction would be no hindrance to this open space plan.

A playlot has been recommended at the southwest sector of Yreka to fulfill an open space requirement in that area of the community. There are a number of activities which may be considered to acquire and develop this and other playlots.

These are:

1. Acquisition by general fund purchase.
2. Acquisition by requiring dedication in subdivision plats.
3. In lieu of dedication a cash deposit in subdivision plats.
4. In expanding mobile home parks, require a playlot area fully improved (conditional use permit procedure).
5. In multi-family zones and developments, levy a bedroom tax for playlot development.
6. In large multi-family areas, require a playlot fully developed.
7. Donations of land and/or development from service clubs, churches, property owners.

Other acquisitions which are of a longer range than those discussed above may include the six suggestions for playlots and others. Other suggestions for large area acquisitions include:

1. Federal grant monies for open space (HUD).
2. Bond election for special acquisition.
3. Serial levy for open space and park acquisition or development.

In all reality, the acquisition of open space lands will probably require a combination of several of the suggested methods. The City should develop an acquisition program based on its needs and within community goals.

ZONING

Several possible applications of zoning are possible for establishment and maintenance of open space. Some aspects of zoning or development requirements are suggested in the section dealing with an acquisition program.

In addition to the acquisition possibilities, zoning offers an opportunity to require landscaping and other environmental amenities as development standards in specific zoning districts or related to specific land uses. For the City of Yreka a review of all zoning districts should be undertaken and landscaping requirements should be established as mandatory in all zones other than the single family classification.

The intensity of landscaping may vary from zone district to zone district depending upon the nature of permitted uses. A sliding scale by percentage of area (5% - 7½% - 10%) would be appropriate.

In all cases involving a conditional use permit Planning Commission should consider landscaping requirements. Many times a marginal use can be made acceptable by the proper application of landscaping and screening.

If landscaping is included in the development requirements of the Yreka Zoning Ordinance, landscape drawings should be required (including an irrigation system) as part of the building construction drawings. By this means, an enforcement procedure is possible and installation of landscaping would result.

Landscaping, when required, has an accumulative effect on the community environment and softens the stark reality of economic pursuits. There is no reason for a conflict to exist between economic activities and community livability.

Another application of zoning involves corridor protection systems whereby specific identified features require additional protection other than that normally applied in the zoning district. By developing an overlay zoning concept, additional development standards or restrictions may be applied.

This type of zoning application is usually reserved for scenic corridors which may relate to open space and/or scenic highways. It is suggested that an overlay zone be established to fulfill the needs of the scenic highways element. This overlay zone could also be applied in other strategic open space areas.

Recommendations:

"Landscaping should be a mandatory development standard for all zoning districts except single family zones."

"An overlay zone should be developed to fulfill the needs of the scenic highways corridor concept and should be applied to other open space corridors."

OPEN SPACE MANAGEMENT

Open space management involves the use of whatever means available to accomplish a given task. This definition requires an identification of areas of responsibility and then a coordination of tools available to adequately manage the open space program.

Throughout the discussions concerning open space for Yreka the emphasis has been on parks and recreation activities as the primary responsibility of the City. Other areas of primary concern involve scenic highway, stream channels, and other open space amenities within the jurisdiction of Yreka.

Activities such as scenic protection, resource

protection, watershed protection, agricultural development, regional open spaces, and others are removed from the sphere of direct responsibility for the City of Yreka. These areas are distributed between the Federal Government, State of California, and Siskiyou County. The role of Yreka is to stimulate a cooperative effort and participate as a beneficiary of the actions of these other levels of government.

Management of open space in Yreka has been discussed with respect to zoning opportunities and the recommendations made for zoning application. By proper zoning and development standards, improved quality of open space can be established.

Other management tools available to the City of Yreka were discussed under the section describing acquisition process. By acquiring open space lands, the City obtains the ability to deliver identified open space needs to the community.

Capital improvement programming can further express the intent to provide for open space needs by balancing needs with budget limitations. By developing a five-year capital improvement program, budget allocations can be applied to reach expressed goals.

Recommendation:

"A capital improvement program should be developed for Yreka, including all capital needs for the next five years, including open space."

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

The City of Yreka is very fortunate to have within its boundaries adequate land available to meet recommended open space and recreational needs. Therefore, the emphasis should be on the development of existing areas to meet the needs of the community.

To fully realize the entire availability of existing open space, joint-use policies will be mandatory. Through joint-use efforts and coordination a real tax savings can be demonstrated. It is the public who must provide needed spaces; therefore, the public deserves the most efficient use of these lands.

Regional park spaces are more than adequately provided by Klamath National Park. Through this fortunate location of the forest lands, Yreka is spared a substantial open space cost.

Future open space, park, and recreation needs will require programming in relation to population growth. For the purpose of the open space

study these projections have been deleted. Further consideration will be given to these important projections in the park and recreation analysis.

RECOMMENDATIONS

1. All contracts and agreements to place lands under the Agricultural Land Conservation Act should be opposed.
2. A playlot or vest pocket park should be located in the southwest sector of the community to meet required open space standards.
3. Opportunities to develop additional vest pocket parks should be exercised by the City of Yreka to reduce the distance between this type of open space and provide for future needs.
4. A joint-use policy should be established with the school districts and other public agencies, for the utilization of open space lands.
5. A neighborhood park facility should be developed on the Shasta Avenue site in conjunction with the elementary school land.
6. A plan should be established for Greenhorn Reservoir and development of this site in compliance with the adopted plan undertaken.
7. It is recommended that the historic area of downtown Yreka should be restored to fully capture its leisuretime attraction and economic value.
8. It is recommended that the parcel of land at the northwest corner of North Street and
9. Yreka and Juniper Creek should be protected and developed through the fairgrounds to add scenic and recreation attractions to the fair site.
10. Recreation with extensive land requirements should be developed as a part of the multi-use of the fairgrounds.
11. The land near the water treatment facility utilize the discharge water for irrigation purposes, and implement a program for expansion of open space and recreation facilities on that site.
12. The watershed of Greenhorn Creek should be protected from undue development and set aside by scenic corridor zoning.
13. Yreka Creek should be developed and utilized as a scenic buffer.
14. The BLM land located in Section 21, R7W, T45N be acquired by negotiation with the federal government.
15. Landscaping should be a mandatory development standard for all zoning districts except single family zones.
16. An overlay zone should be developed to fulfill the needs of the scenic highways corridor concept and apply to open space corridors.
17. A capital improvement program should be developed for Yreka including all capital needs for the next five years including open space.

OPEN SPACE INVENTORY

Classification	Owner	Mark	Gross Acreage	Improvements	Net Open Space
Playlot	Yreka City	Discovery Park	1.96 A.	Slides, swings, bars, picnic tables, restrooms	1.96 A.
Neighborhood Parks	Yreka City	Ringe Park	5.145 A.	Swimming pool & bathhouse, softball diamond	4.145 A.
	Yreka City	Yreka City Park	5.30 A.	Slides, swings, ball diamond, tennis, restrooms	5.30 A. (approx.)
Special Areas	Yreka City	Shasta Avenue Property	4.726 A. (approx.)	Unimproved	4.726 A. (approx.)
	Yreka City	City Reservoir	2.415 A. (approx.)	Reservoir Structure	2.181 A.
	Yreka City	Greenhorn Reservoir	178.316 A. (approx.)	Picnic tables, fishing 16, 65+ No boating, swimming, hunting, overnight camping. Sheriff's posse hall 1.25 A., city reservoir 1,600,000 gal.	178 A. (approx.)
	Yreka City	N.Gold & North (Humbug Creek)	.783 A. (approx.)	None	.783 A. (approx.)
	Yreka City	Sewer Treatment Plant Area	70 A. (approx.)	Overnight park corporation yard Sewer treatment plant & lagoons	30 A. (approx.)
	Yreka City	Yreka Barrow Pit	5.29 A. (approx.)	None	5.29 A. (approx.)
	Yreka City	City Reservoir next to Shasta Valley cemetery	1.72 A.	Water tank	
	Yreka City	City Reservoir N.W. area	.41 A.	Water tank	

Classification	Owner	Mark	Gross Acreage	Improvements	Net Open Space
Special Areas (cont)	Siskiyou County	Siskiyou County Fairgrounds	96.93 A.	Race track, grandstand & barns, fair bldgs, midway, pavilion, baseball park, parking, 2 res.	75 A. (approx.)
Schools	Yreka Union High School District	Yreka Union High School	51.137 A.	High school, foot- ball field, tennis courts, baseball field, parking, playfields	42.9 A.
	Siskiyou County	Yreka Union High School (old site)	7.9 A.	Old high school building, gym, maint. bldg., playfield, football & track w/bleachers, outdoor basketball courts	6.69 A.
	Yreka Union Elementary School Dist.	Gold Street Elementary School	7.79 A.	School bldg., parking, paved play courts, playfields	6.41 A.
	Yreka Union Elementary School Dist.	1) Jackson St. Ele. Sch. 2) Evergreen Ln. Ele. Sch.	28.64 A.	2 school bldgs, boiler room, parking, outdoor basketball courts, baseball field, playfields	25.77 A.
	Yreka Union Elementary School Dist.	South Oregon Fourth & Jackson St. School	.89 A.	School building	.83 A.
	Siskiyou Co. Board of Education	Multi-media center	2.0 A.	Media center bldg., parking	1.6 A.
Undev. Surplus Land	Siskiyou Co.	East of west railroad site	10.06 A.	None	
	Siskiyou Co.	Between railroad & Freeway	1.30 A.	None	





SCENIC HIGHWAYS ELEMENT

SCENIC HIGHWAYS ELEMENT

INTRODUCTION

Concept:

The concept of scenic highways was developed under the "Legacy of Parks" program initiated by the late President Johnson. The purpose was to protect the public investment in interstate freeways from visual pollution and to provide the motorist with an opportunity to enjoy the scenic beauty without annoying interruption.

The scenic highway concept through federal legislation made mandatory the adoption of scenic highway programs at the state level. As a result, the Streets and Highways Codes, State of California, now include a scenic highway program (Article 2.5, commencing with Section 260, of Chapter 2 of Division 1 of Streets and Highways Codes).

The intent of the Legislature is clearly defined in the Code. Further, the Scenic Highways Act provides an opportunity for the local agencies to adopt appropriate programs for scenic highway protection within the framework of the community development program. This allows local agencies to provide adequate protection without state intervention. The responsibility rests with the local agencies which have an obligation to fulfill this responsibility.

The primary areas of responsibility are clearly outlined in the Code. They are:

1. Regulation of land use and intensity (density) of development.
2. Detailed land and site planning.
3. Control of outdoor advertising.
4. Careful attention to and control of earth-moving and landscaping.
5. The design and appearance of structures and equipment.

While most of these considerations can adequately be handled in a well-conceived zoning overlay, some items will require further consideration. Areas with existing uses in conflict with the scenic highway concept will require additional action.

Within Yreka the State Legislature has defined two scenic highway routes. The first is Interstate 5 Freeway from Route 3 near Yreka to the Oregon border. This freeway is on the interstate system and is a defense system highway. The Department of Transportation, Bureau of Roads, is a primary financial contributor to this system. The second is State Highway 3 from I-5 near Yreka south through Fort Jones and Etna to Route 299 near Weaverville.

GOALS

GOAL 1

"It shall be the goal of the City of Yreka to enhance the appearance of Yreka by providing a pleasant and attractive approach to the community."

One of the most important impressions created by a community is the first visual contact made with incoming people. From this first impression a lasting attitude toward a community is developed. As an incentive to create a pleasant introduction to a community, it is important to recognize the importance of highways and their function of communication. By creating a pleasant environment, the traveling public is conditioned to accept your community and will be more willing to stop and trade within the area.

Not only will this interaction create an economic stimulus but will also provide a feeling of community pride. Proper application of landscaping, screening, design, and land use will not only create economic activity but will in turn enhance the community livability.

GOAL 2

"It shall be the goal of the City of Yreka to utilize scenic corridor planning and programming to protect Yreka from adverse environmental impact resulting from existing and projected increased freeway use."

Closely related to Goal 1, but perhaps inversely to its intent, is the objective to protect Yreka from adverse environmental effects of I-5 Freeway and other major highways with projected increases in highway use, noise, pollution, and construction which can be detrimental to community livability. By proper planning and programming these adverse effects can be reduced.

Screening and vegetation barriers can reduce noise; proper land use can reduce through-town traffic; pollution can be reduced by supporting more stringent emission controls. Design of highways and location can be extremely important to a community and can have an adverse impact on the community.

GOAL 3

"It shall be the goal of the City of Yreka to coordinate the scenic highway efforts of Yreka with Siskiyou County and the California Division of Highways to interrelate the entire transportation development program as it directly and indirectly affects Yreka."

As highways are continuous corridors, they do not respect governmental boundaries. Therefore, it

is important to develop a unified scenic highways program with other governmental agencies involved. The City of Yreka should coordinate their scenic highways program with Siskiyou County and the State of California, Division of Highways. By this means, an effective scenic highways program can be developed and implemented.

GOAL 4 "It shall be the goal of the City of Yreka to realize the economic value of interchange areas and promote the proper development of these areas without jeopardizing the integrity of the plan."

The use of scenic highway programs should in no way imply or discourage proper community development. Many times the imposition of restrictions is interpreted as discouraging logical development. It must be recognized that there is a limited amount of freeway access (I-5) from which the traveling public has an opportunity to receive goods and services. These interchange areas should be set aside for the purpose of serving the traveler. This has been accomplished by zoning in the City of Yreka. However, application of scenic highway corridor protection may require a developer to allow design approval of the proposed development, which should include landscaping and sign approval. By this means, an economical community development is possible with aesthetic addition to the community.

RECOMMENDATIONS

1. UNDERGROUNDING OVERHEAD FACILITIES

With the California PUC order requiring public utilities to set aside funds for undergrounding overhead facilities, a dramatic impact in community appearance can result. This action, when applied to the defined scenic highway corridor, would enhance the visual impression of Yreka to the traveling public as well as improve the appearance of the community to its residents.

The City of Yreka has adopted proper ordinances to create undergrounding districts and the application of this authority would be appropriate in the scenic highway corridor. By so doing Yreka could be implementing the suggested goals and could be taking positive action to enhance the visual environment of the city.

Coordination with Siskiyou County and PP&L could result in additional funds being made available for undergrounding purposes. With this type of coordination the underground process might be accelerated and the areas of activity expanded.

Recommendation:

It is recommended that the City of Yreka exercise

its authority and utilize available funds to underground overhead facilities in the scenic highway corridor as a high community priority."

2. ZONING OVERLAY DISTRICT

The most effective method to protect a designated scenic highway corridor is to adopt and apply proper zoning. This zoning usually takes the form of an overlay which requires additional considerations while the basic zoning district remains intact.

Within Yreka the scenic highway zoning protection and the open space corridor protection can be the same zoning overlay district. This would be especially appropriate recognizing the relation of Yreka Creek to I-5 Freeway. By combining open space and scenic highway protection, a less complicated zoning ordinance results.

Recommendation:

"It is recommended that an appropriate overlay zoning district be adopted and applied to the designated scenic highway corridor as well as appropriate open space corridors."

3. FREEWAY LANDSCAPING IN YREKA

The area within the right of way of the designated scenic highways in Yreka (I-5 and Highway 3) remains the responsibility of the State of California, Division of Highways. As a result, it is the responsibility of the State to actively participate in the improvement of the scenic highway corridor.

Generally, the Division of Highways has been responsive to its obligation with respect to freeway landscaping. In the City of Yreka, the Division of Highways has recently completed the landscaping of the interchange areas and other selected areas along I-5. This application of landscape treatment is attractive and very desirable.

With this initial application of landscaping the State Division of Highways should be encouraged to develop additional landscaping in the median strip and along the outer fringes of the right of way. This treatment would enhance the efforts of the City of Yreka and reduce the impact of the freeway system.

Recommendation:

"It is recommended that the State of California, Division of Highways, be requested to install and maintain additional landscaping as may be appropriate to soften the impact of the freeway."

4. FREEWAY LANDSCAPING IN SISKIYOU COUNTY

In relation to the recommendation for the City of Yreka to request the Division of Highways to further landscape the scenic highway right of way, it

would be as appropriate for Siskiyou County to request the entire mileage of highway systems to be appropriately treated. The term "appropriate" is used as some highways, i.e. Highway 3 south, would require no additional landscaping, whereas I-5 throughout Siskiyou County should receive considerable attention.

This consideration relates to the goal of coordination between Yreka, Siskiyou County and the Division of Highways to adequately implement a scenic highway program. While not wishing to duplicate statements, strong emphasis is placed on intergovernmental cooperation.

Recommendation:

"It is recommended that Siskiyou County be urged to request the entire freeway (I-5) system be appropriately landscaped."

JUNIPER CREEK & YREKA CREEK

s outlined in the Open Space Element, natural scenic attractions should be utilized wherever possible. By this means a blending of development with the environment takes place and softens the impact. Also, natural physical features have an attraction which cannot be duplicated in an artificial environment.

reka Creek and Juniper Creek can play an important role in the aesthetic enhancement of the City of Yreka. These two streams parallel I-5 Freeway and provide some natural scenic beauty and with some repair and maintenance could play an ever increasing role. The City of Yreka, in fulfilling its role in the scenic highways program, should encourage the enhancement and protection of Juniper and Yreka Creeks.

mentioned in the Open Space Element, Juniper and Yreka Creeks should be protected by an appropriate open space zoning. This zoning overlay is equally appropriate for the scenic highways concept. By this process these two streams truly become multi-use.

Recommendation:

"It is recommended that Juniper Creek and Yreka Creek be utilized as natural landscape and scenic corridors as defined in the Open Space Element."

OUTDOOR ADVERTISING STRUCTURES

One of the areas specifically requiring attention in California Code is the use of outdoor advertising structures. Along I-5 Freeway within the City of Yreka, there are ten such structures representing seven specific locations.

The intent of the scenic highways act to prevent further construction of outdoor advertis-

ing facilities, as well as to provide for the orderly removal of existing advertising structures.

The outdoor advertising structures in existence are in compliance with zoning regulations of Yreka; however, the scenic highway corridor protection zoning should prohibit outdoor advertising structures. As this overlay is applied along the designated scenic highways, the more restrictive ordinance will apply and existing structures will then become non-conforming uses.

The application of scenic highway corridor zoning would effectively prevent further construction of outdoor advertising structures. This action would fulfill one objection of the act.

The removal of existing outdoor advertising structures is usually a difficult and trying experience for any community. Those communities intent on improving the visual appearance of their cities have successfully removed these facilities. This type of action takes a firm commitment and a strong stand by the City Council.

To remove existing outdoor advertising structures there are two plausible alternatives. First is to have the City of Yreka declare the existing outdoor advertising structures a nuisance and adopt an ordinance requiring their removal. The key to this action is to establish an adequate time schedule (5-7-10 years) for the amortization of the investment of the owner of the advertising facilities.

By this means, the City would not be liable for compensation. In any event, a dedicated and careful examination of the situation would be mandatory prior to initiating this type of action.

The second alternative is to request the State Division of Highways, through the U.S. Department of Transportation, Bureau of Roads, to acquire and remove the outdoor advertising structures from the scenic corridor. While this method seems to be simple, the results of this type of request have been disappointing.

Relating to the goals and recommendations, the adoption of a scenic highway corridor protection zoning overlay would set the stage for appropriate action by the City of Yreka. In addition, by using the zoning overlay the City of Yreka should indicate to the State of California, Division of Highways, that the existing outdoor advertising structures no longer would be granted certificates of zoning compliance by the City. This action would firmly establish the non-conforming status of these structures.

CODE ENFORCEMENT

Other actions, in addition to advertising structures and corridor zoning, which would assist in the effecting of the scenic highways program, would

code enforcement. In the scenic highways corridor survey notice was given to dilapidated structures and outdoor storage of wrecked automobiles and bottles.

Applying the Uniform Building Codes the deteriorating and dilapidated structures can be eliminated by rehabilitation or removal. The dilapidated structures north of Oberlin Road could be removed as they contribute little to the community and are not the most attractive front to Yreka.

For deteriorating structures should be carefully monitored by the City of Yreka to prevent further deterioration. By taking appropriate action early in the deterioration process, the decline can be arrested.

The City of Yreka should anticipate a decline in residential dwelling units in close proximity to I-5 Freeway. These areas are less desirable for residential living and a deterioration problem may manifest itself in these areas. Therefore, it is extremely important that proper code enforcement take place.

Code enforcement can also play an important role in the scenic corridor protection. In addition to applying the overlay zoning, the base zoning should be enforced to prevent inappropriate uses or violations of existing zoning codes. The outdoor storage of wrecked automobiles and bottles should be corrected by removal, storage within a building, or adequately fenced and landscaped. Through these efforts the needs of the individual business can be accommodated while maintaining an attractive community.

MATH FOREST SERVICE PROPERTY

Another area of consideration involves the use of Klamath Forest Service property immediately adjacent to I-5 Freeway. The office complex is of concern. However, the use of the property for various types of storage creates an undesirable visual problem.

Proper landscaping and screening this problem might be alleviated. With this type of treatment, storage could remain on the premises, but be hidden from view by visual barriers. This type of treatment is not always as effective as it might appear and could prove to be an unsatisfactory solution to the problem.

A true solution to the problem would be to relocate the storage facility to a more appropriate location. The Forest Service has indicated a willingness to cooperate if adequate land were made available. The relocation of the storage and equipment would in no way interfere with the office operation. Further, within Yreka there are numerous sites available for this industrial type use which could adequately accommodate the Forest Service facilities.

CORRIDOR PROTECTION ZONING OVERLAY DISTRICT

OUTLINE ORDINANCE

Section _____

Purpose: The purpose of this chapter is to provide conditions and regulations for the protection, enhancement and perpetuation of open space and scenic highway corridors.

Section _____

All uses otherwise permitted in the zone become conditional uses with a mandatory public hearing before the Planning Commission. The Planning Commission may grant, grant with conditions, or deny any conditional use permit authorized under this section.

Section _____

The application of corridor protection zoning expression prohibits the following uses:

1. Outdoor advertising structures
2. Wrecking yards
3. Overhead utilities
4. Outdoor storage

Section _____

In order for the Planning Commission to grant a conditional use permit within the Corridor Protection Overlay District, they must make the following findings:

1. The proposed land use and intensity is in conformance with the zoning district and comprehensive plan and does not adversely affect the visual appearance of the corridor.
2. Sufficient and detailed land and site planning has been submitted to effectively evaluate the proposed construction.
3. The advertising facilities, if otherwise permitted, are not distracting but adequate to serve the proposed development.
4. Earthmoving and site preparation is the minimum necessary to develop the property.
5. Sufficient landscaping has been proposed to soften the development impact, including an irrigation system and maintenance.
6. The design and appearance of structures and equipment is compatible with the surrounding areas and the intent of the corridor protection.

RECOMMENDATIONS

- Application of utility undergrounding ordinance should be applied in scenic corridor as a leading community priority.
- Scenic corridor protection zoning should be adopted and applied.
- California Division of Highways should be requested to appropriately landscape I-5 Freeway within the scenic corridor.
- 4. Siskiyou County should be urged to request the entire I-5 Freeway system to be landscaped appropriately.
- 5. Juniper Creek and Yreka Creek should be utilized as natural landscape and scenic corridors as defined in the Open Space Element.



YREKA CALIFORNIA

SCENIC HIGHWAYS

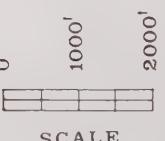
SCENIC HWY. CORRIDOR

△ OUTDOOR ADVERTISING STRUCTURE

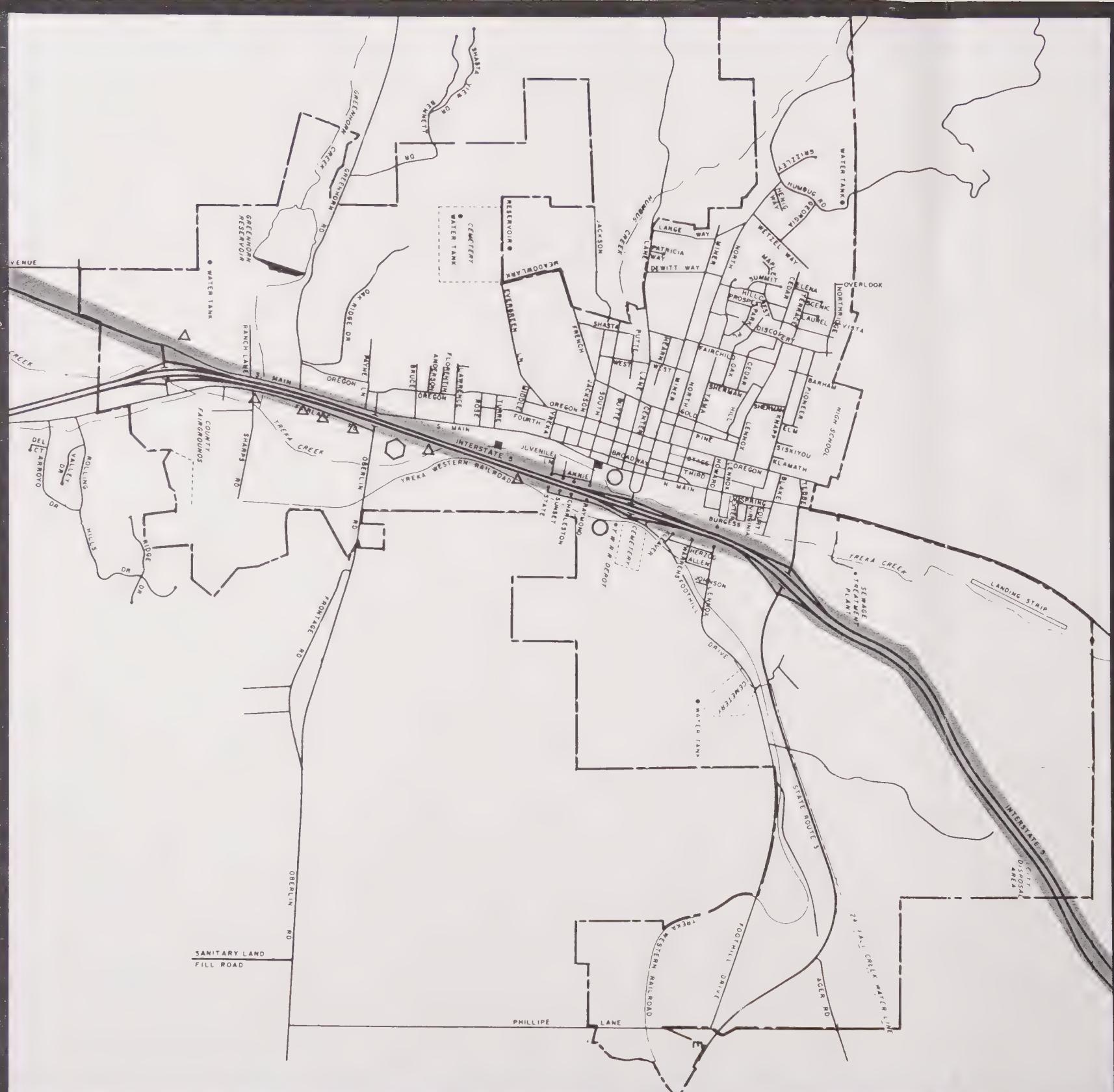
○ WRECKING YARD

■ OUTDOOR STORAGE

◇ DILAPIDATED STRUCTURE



P.D.A.
PLANNING & DESIGN
ASSOCIATES
MEDFORD, OREGON



RECREATION ELEMENT

RECREATION ELEMENT

INTRODUCTION

Parks & Recreation Programs:

Parks and recreation programs are the most obvious efforts of communities to provide livability. The development of parks creates open space which provides opportunities for play and recreation. Oftentimes the more subtle open space efforts are overlooked such as landscaping, screening, and visual corridors.

Recreation is defined as any play, amusement, or activity used for the refreshment of body or mind. To fulfill this function, it has become increasingly important to provide and develop park and recreation facilities. As population expands, the need for additional park and recreational facilities grows. Increases in leisure time, longevity, and earlier retirement have further increased the need for recreation facilities.

The objective of recreation planning is to define existing facilities and to develop, protect, maintain and acquire new sites for park and recreation development as needed. Park and recreation sites combined with other open space elements can be considered implementation devices as a part of the open space plan and can be included in the multiple use concept proposed throughout the Environmental Resources Management Program.

While the California Code 65303 designates the recreation element of a comprehensive plan as a permissive element that may be included, certification for Federal Land and Water Conservation funding requires the preparation of a recreation element.

GOALS

GOAL 1

"It shall be the goal of the City of Yreka to develop new park and recreation facilities where needed."

The stated objective of recreation planning is to identify need and establish appropriate recreation facilities. The maps and other material clearly identify areas of need within Yreka and make recommendations for the establishment of needed facilities.

It is also important to recognize the development patterns within a community and to provide for acquisition of recreation facilities in advance of need to reduce costs. With an expanding population the recreation needs should parallel land use programming of the community and sites set aside for future development.

GOAL 2

"It shall be the goal of the City of Yreka to provide adequate park and recreation sites and facilities for the entire population."

The population of a community varies greatly in its makeup. Age, sex, and income are a few of these varying characteristics. In an effort to serve the needs of the entire population, service boundaries for existing recreation facilities have been developed and needed park areas identified by providing a network of complementary open space opportunities so that the varying open space needs of the population can be best satisfied. The City of Yreka should continually be alert to the changing characteristics of the community and adjust its recreation programs accordingly.

GOAL 3

"It shall be the goal of the City of Yreka to develop adequate park and recreation facilities to fit the needs of all age and economic segments of the population."

One of the most often encountered shortcomings in recreation development is the failure to recognize the needs of the entire community. Oftentimes the recreation programming is directed only toward youth while the elderly are neglected. In addition to age characteristics, economic characteristics of the population should be considered.

The economic circumstances of families may prevent them from utilizing the wide variety of open space available in forest lands adjacent to Yreka. Therefore, these persons are dependent on recreation facilities close at hand. This requires recognition of these needs and locations to adequately develop a total recreation service program.

GOAL 4

"It shall be the goal of the City of Yreka to develop park and recreation facilities in harmony with other open space facilities."

Complementary development of open space creates a complete environmental package. In addition, harmony of open space provides the greatest economic return for the community investment. The complementary development will enhance multi-use concepts between the varying functions of open space and recreation.

The very purpose of environmental resources management planning is to provide harmony between the varying land use needs and functions. By incorporating and encouraging multi-use, the needs of a community are satisfied with a maximum area of service with a minimum of cost.

"It shall be the goal of the City of Yreka to establish multi-use cooperation with other government agencies and institutions to achieve maximum benefit to the community."

identified in the Open Space Element, to derive the greatest economic return to the community, it would be appropriate to establish multi-use programs with the Yreka School Districts. In addition, the cooperation of Siskiyou County, State of California, and U.S. Department of Agriculture, Forest Service is essential to develop a total recreation package for the City of Yreka.

internal recreational and park needs of Yreka can be served by establishing joint-use facilities with the two school districts. By this means large tracts of land become available for recreational use and development.

Siskiyou County could further enhance the internal recreation program by proper development of an abandoned high school site. In addition, development of facilities within Yreka should continue adequate open space and recreation development to provide for the needs of the persons attracted to these areas.

cause of its proximity to Yreka, the Klamath National Forest will be most responsible for providing regional recreational facilities. This will serve as an important complement to the creation needs. The City of Yreka should be cognizant of multi-use development concepts of the Forest Service and provide a positive assistance in recreation development of the Klamath National Forest.

RECOMMENDATIONS

NATURAL RESERVATIONS

Natural reservations available to the City of Yreka are limited to the BLM ownership located in the northwest sector of the city. This property was clearly identified in the Open Space Element.

The BLM land would provide a natural reservation for passive recreation activities and should be reserved for this purpose. As identified in the Open Space Element, this area could be complemented by an open space corridor along Humbug Creek which would link this area with the City of Yreka. This is an indication of the interrelationship between the various elements of the Environmental Resources Management Program.

To prevent degradation of this site it would be appropriate for the City of Yreka to negotiate the acquisition of the BLM land and dedicate it

for natural reservation, open space enjoyment and passive recreational uses, i.e. equestrian and pedestrian trails, picnicking, and nature studies.

Recommendation:

"The BLM land located in Section 2, R7W, T45N should be acquired by negotiation with the federal government, and should be dedicated for open space, natural reservation and passive recreation activities."

PARKS

1. Playlots and Vest Pocket Parks

Playlots are limited in Yreka to one developed area (Discovery Park) and one potential site (North Gold and North Street). As a result, it is important to consider the need for playlots and the distribution of these facilities within the community.

Playlots are designed to serve approximately 1,000 persons and provide recreation within a short distance of the user. The purpose is to provide recreation opportunities for children with a minimum exposure to danger from traveling longer distances.

Because of this, it is recommended that six additional playlots be acquired. The acquisition and development of these facilities should be associated with existing population distribution. Future playlot expansion should be geared to follow projected growth areas.

The map graphically illustrates the need for playlots in Yreka. The two existing sites are indicated and the distribution of recommended sites shown. The actual location on the ground may vary from the map location with shifts in service area or needs as a result of population changes.

Recommendation:

"It is recommended that six additional playlot sites be acquired and developed in Yreka with the distribution tailored to meet population distribution as it increases."

2. Neighborhood Parks

Three neighborhood parks exist within Yreka (shown on map). The service area for neighborhood parks is 1/4 to 1/2 mile. Population distribution and overlapped service areas require consideration of acquisition and construction of one additional neighborhood park. The area recommended is at the south end of the existing fairgrounds which would serve a population group outside the city limits. Therefore, it is suggested that the park development take place on the fairgrounds site under the auspices of Siskiyou County.

This park development would lend itself very well to the multi-use of the fairgrounds and coordination with the open space corridor along Juniper

Creek and the Scenic Highway Element. This park development would provide recreation opportunities for people where they do not now exist.

Another site is shown on the map for neighborhood park acquisition and development. This site is located north of Oak Ridge Drive and east of the cemetery area. On the map for playlots this area was indicated for playlot development. In the consideration for acquisition the combining of playlot and neighborhood parks may be appropriate for this area.

It will be desirable at some future date to consider establishing a pedestrian-bicycle trail system to connect the neighborhood parks together and with the two identified district parks (Greenhorn Reservoir and the North Yreka Creek area surrounding the sewage treatment facility).

Recommendations:

"It is recommended that a neighborhood park be developed at the southerly fringe of the Siskiyou County fairgrounds site."

"Further, it is recommended that consideration be given to combining the functions of a neighborhood park and playlot at the recommended site north of Oak Ridge Drive."

3. District Parks

Service area for district parks extends up to three miles and serves populations from 10,000 to 50,000. Greenhorn Reservoir is classified as a district park and fulfills the present district park needs of Yreka.

4. Regional Parks

Regional parks are adequately provided for Yreka by Klamath National Forest, Marble Mountain Wilderness Area, Mt. Shasta Recreation areas, Mt. Ashland Ski area and other recreation areas developed within one hour's driving time. This area is fully discussed and recommendations are made in the Open Space Element.

SPECIAL AREAS

1. School Parks

The joint use of public ownerships for open space and related recreation programs is discussed in the Open Space Element. By identifying schoolgrounds as special areas, specific attention can be addressed to joint-use concepts. Also, the Recreation Element is dependent upon the development of a joint-use concept. The neighborhood park distribution for existing facilities contemplates schoolground use.

The purpose of this discussion is to reaffirm the advantages of joint use of publicly owned property

to minimize further community costs while utilizing the land to its greatest potential.

The recommendation stated in the Open Space Element is reaffirmed as an important concept for neighborhood park distribution. Failure to develop a joint-use concept will result in additional community cost.

2. Fairgrounds

As identified in the Open Space Element, the Siskiyou County fairgrounds should be utilized for land-extensive activities. Further, it was suggested, because of the location of the site far from the majority of residential population, that uses requiring participation by large numbers of youth be discouraged.

In relation to recreation activities the Siskiyou County fairgrounds should serve as a forum for large community activities providing group activities and spectator participation. These activities might include rodeos, horse shows, motor racing, and other outside events.

This recreation would provide an important element to the community in fulfilling leisuretime needs. In addition, the multi-use of the fairgrounds site enhances its future growth and development.

In the discussion of parks it will be recommended that a southerly portion of the fairgrounds be developed for a district park. This recommendation would not detract from the fairgrounds use but extend its multi-use capacity.

3. Historic Downtown

The historical area of downtown Yreka has many functions. The area provides recreation, tourism, retail sales, and a preservation of the past. The value of this area cannot be emphasized enough and the potential service to Yreka is great indeed.

In a recreation sense the historic area provides a unique form of recreation and leisure use. The viewing, visiting, and participating in the past is a rewarding leisuretime outlet.

The need to protect this area is discussed in the Open Space Element. However, to effectively capture the full potential of the historic area, every effort should be made to rejuvenate the area. The efforts of the Historical Association are to be applauded. A sense of community can rally around the old sector of town and a great deal more accomplished in the future.

The value of this area far exceeds the recreational needs of Yreka. With proper rehabilitation an upswing in the economic trade will be experienced, an increased tourist trade will result, and additional community participation and pride will develop.

Recommendation:

"It is recommended that every effort be made to rehabilitate the historic area of Yreka, utilizing whatever sources of revenue are now and which may be available for this purpose."

City Property, North Interchange

In the discussion of district parks a potential site for future district park development was identified on the City-owned property at the north interchange-sewage treatment plant area. This site provides an opportunity to develop a specialized recreation area which could serve a need for the Yreka area.

It is important to relate the development of this area to the Conservation Element and the discussion of treated waste water use. By combining the efforts of several public community functions, the greatest return can be experienced.

The recommendations in the Open Space Element, District Park discussion, and Conservation Element concerning this area are considered valid. The use of this area for district park development provides opportunities beyond the present recreation needs but certainly not beyond the future recreation needs of Yreka.

Other Recreation Areas

Siskiyou County - Old High School Site

The property owned by Siskiyou County at the intersection of Knapp and North Oregon Streets provides an opportunity to develop a multi-use recreation facility. A development program should be established for the site which would include evaluation of the condition of existing structures and their potential use.

The multi-use concept for this property should include a wide range of social, health, and recreation programming for the City and a portion of Siskiyou County. By its location to other recreation

facilities the proposed use becomes complementary and provides a unique opportunity for development.

As this property is owned by Siskiyou County, a cooperative effort would be appropriate to adequately develop the site. The development of a well-designed and adequately-programmed multi-use facility would also provide the possibility of federal participation through a grant application or special revenue sharing.

Recommendation:

"The property owned by Siskiyou County at the corner of Knapp and North Oregon Streets should be developed as a multi-use facility to provide complementary social, health, and recreation opportunities."

SUMMARY OF RECOMMENDATIONS

1. Acquire BLM land located in Section 2, R7W, T45N by negotiation with the federal government.
2. Acquire and develop additional playlots. Developers should be required to participate.
3. Develop a neighborhood park at the southerly fringe of the Siskiyou County Fairgrounds and combine function with a playlot at the site, north of Oakridge Drive.
4. Plan and develop Greenhorn Reservoir to maximize recreation potential as a district park.
5. Develop a second district park near the north I-5 interchange.
6. Establish joint-use plan for school-park sites with school districts.
7. Rehabilitate historic area for use, not only as a retail area, but as an open space for recreation.
8. Develop property at corner of Knapp and North Oregon Streets as a multi-use facility.

City of Yreka
 Recreation Site Inventory
 April 1973

CLASSIFICATION	Acres/ 1,000 People	Size Range	Population Served	Service Area	Existing	Recommended
Playlots & Vest Pocket Parks	*	2,500 s.f. to 1 acre	1,000	Sub-neighborhood	2	4
Neighborhood Parks	2.5	Min. 5 acres up to 20 ac.	2,000-10,000	1/4 - 1/2 mile	3	1
District Parks & Large Urban Parks	2.5	20-100 acres	10,000-50,000	1/2 - 3 miles	1	1
Regional Parks	20.0	250+ acres	Serves entire population in smaller communi- ties; should be distributed throughout lar- ger metro areas.	Within 1 hour driving time	3	0
Special Area & Facilities	*	Includes parkways, school-parks, historical sites. No standard is applicable.			7	0

*Not applicable

By percentage of area

The National Recreation and Park Association recommends that a minimum
of 25% of new towns, planned unit developments, and large subdivisions
be devoted to park and recreation lands and open space.

YREKA CALIFORNIA

PLAYLOTS

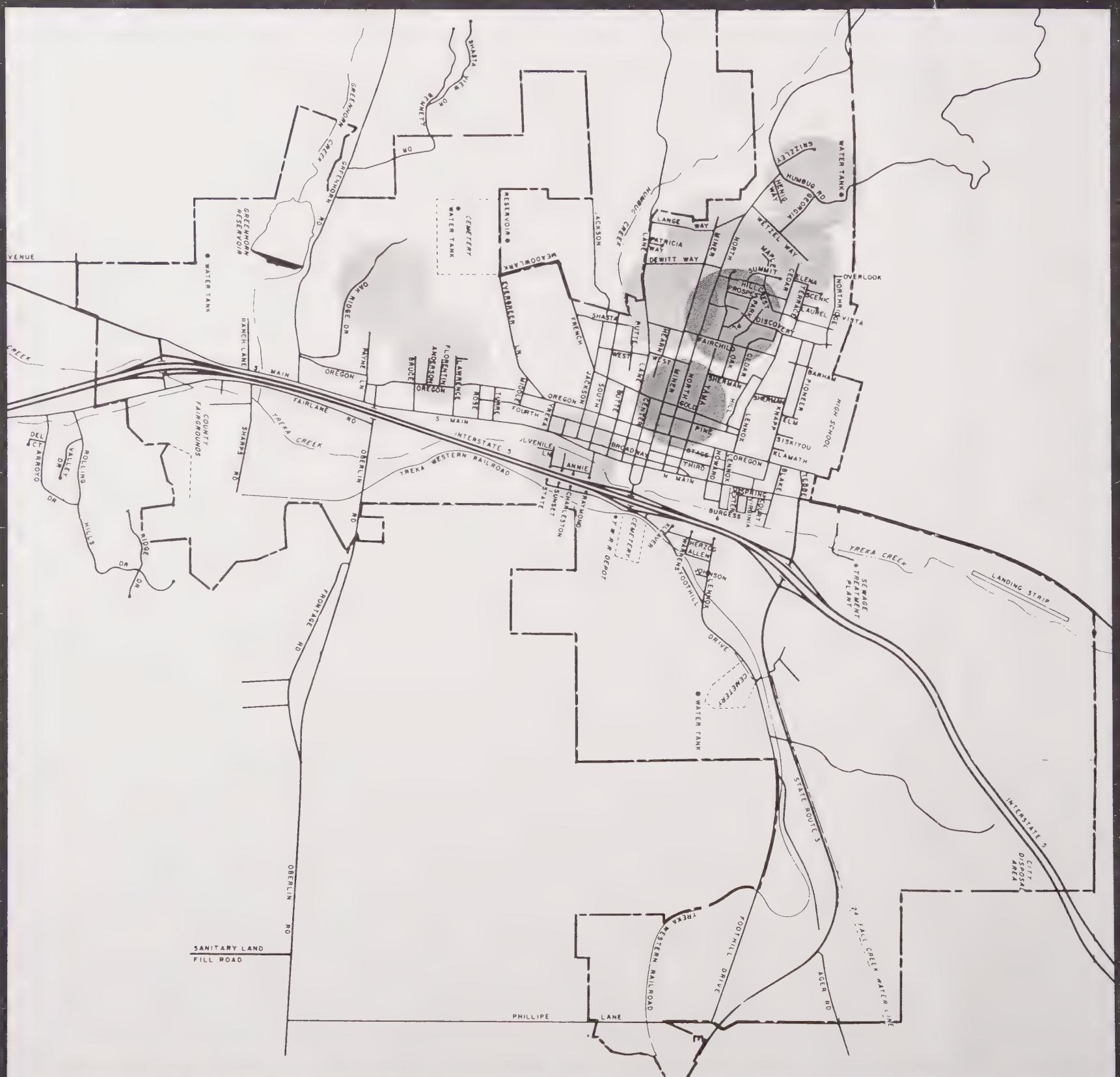
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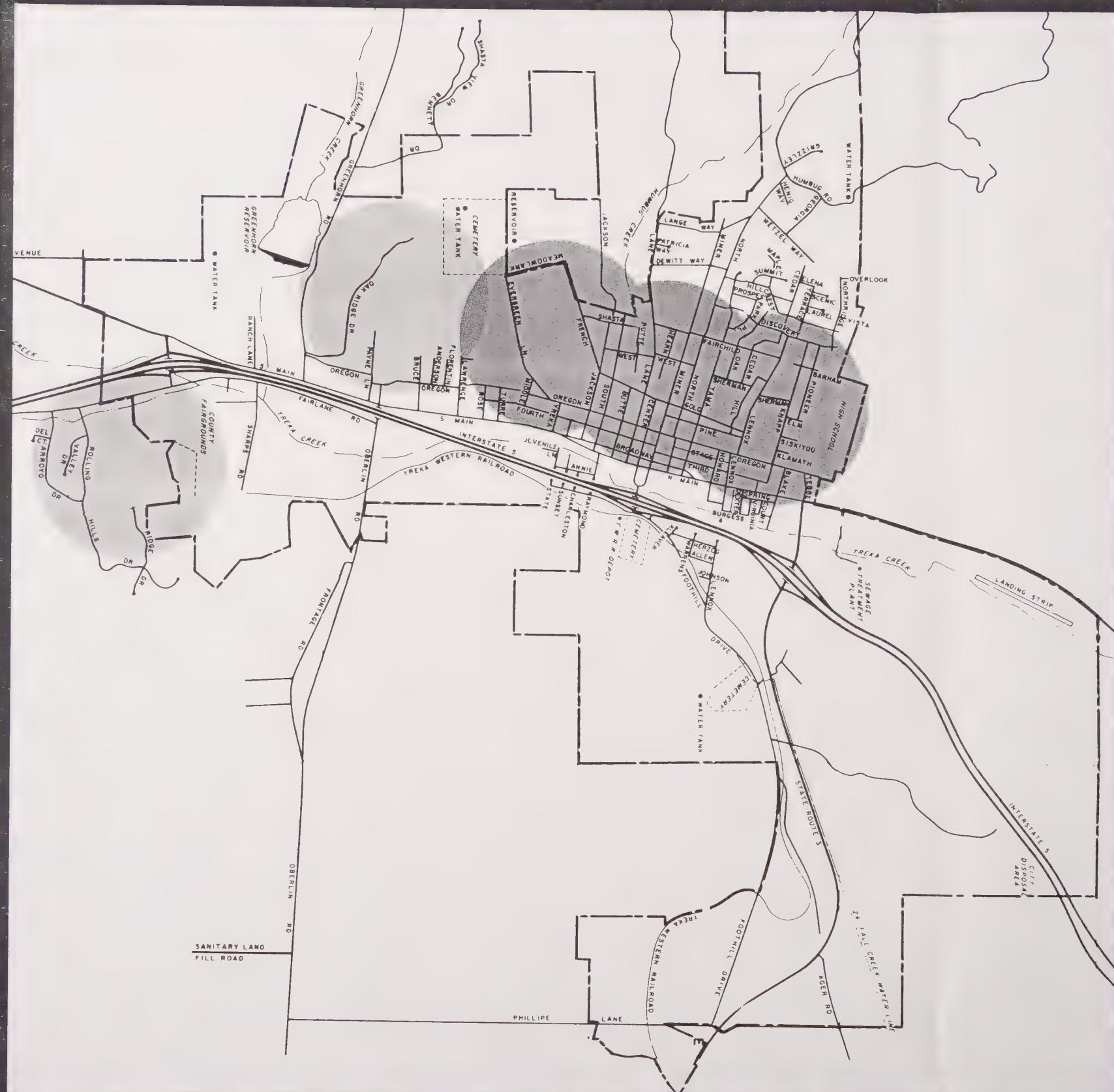
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YREKA CALIFORNIA

NEIGHBORHOOD PARKS



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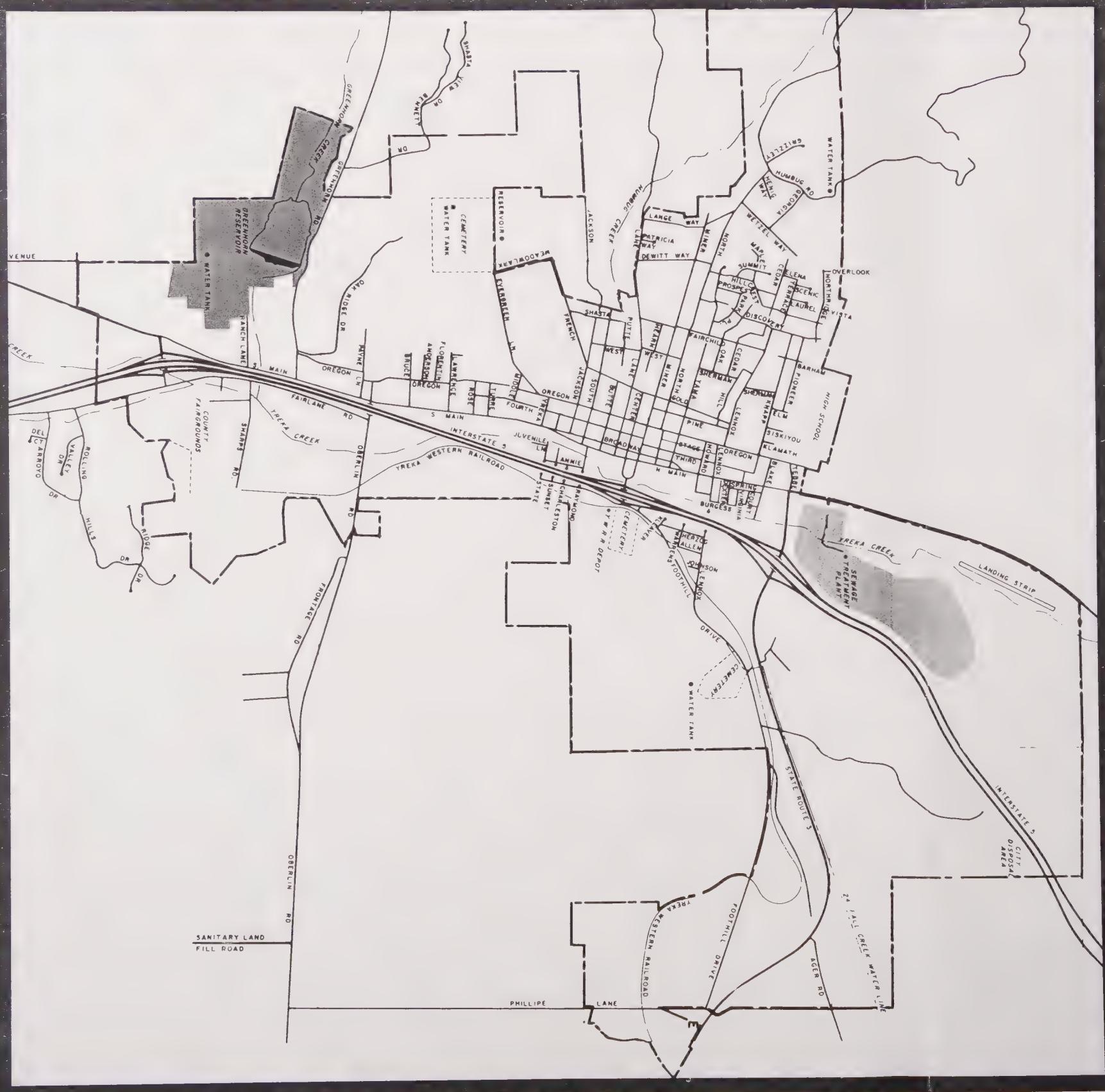
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YREKA CALIFORNIA

DISTRICT PARKS

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PROPOSED



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YREKA CALIFORNIA

SPECIAL AREAS & FACILITIES



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